

# CITY OF SHIVELY

## TOWN CENTER PLAN



FINAL DRAFT  
March 22, 2019

Acknowledgements



The Shively Town Center Plan has been prepared for both the City of Shively and the Louisville Metro Government by Urban1, LLC with its partners Booker Design Collaborative and Concepts 21, PLLC. The funding for the project was provided by the City of Shively and the Louisville Metro Government. The Shively Town Center Plan is intended to serve as a guide for future development and redevelopment of the Shively Business District in Jefferson County, Kentucky. The project components that are proposed in this document are results of a public visioning session and design charrette conducted by Urban1, LLC. Additionally, the plan was prepared with support from a group of stakeholders: Rita Augenstein, Colleen Crum, Keith Cusick, Greg Daunhauers, Reverend Thomas Gentile, Scott Gilmore, Darlene Hauer, Donna Hill, Vince Jarboe, Mitzi Kasitz, Joseph Kurtz, Clinton Korfhage, Martin Korfhage, Michael Mulheirn, Michelle Pennix, Vincent Tinebra, and Delbert Vance.

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## Foreward

When Christian Shively settled his farm in this area in the 1780's, little did he know that he was actually founding a new town. Our close-knit community grew from farming roots. The city's incorporation in 1938 officially recognized it as a place where people will live, work, and play. This Town Center Plan is the chance to establish a new vision for the future of Shively, and by extension for the New Dixie Highway as the Bus Rapid Transit system becomes a reality. Working with citizens and businesses, we have generated a framework that offers visions for residential, cultural and commercial growth that can occur over time in a smart, sustainable pattern. This plan builds on already existing infrastructure and promotes key intersections at the heart of Shively to flower into a vibrant town center with bustling streets, active storefronts, and destinations for community gatherings. This plan for Shively's Town Center represents a significant milestone along this historic roadway, making the Dixie Highway corridor a better place to live for all citizens.

The Honorable Beverly Chester-Burton  
Mayor of Shively



# INTRODUCTION



A

## A PLAN INTENT



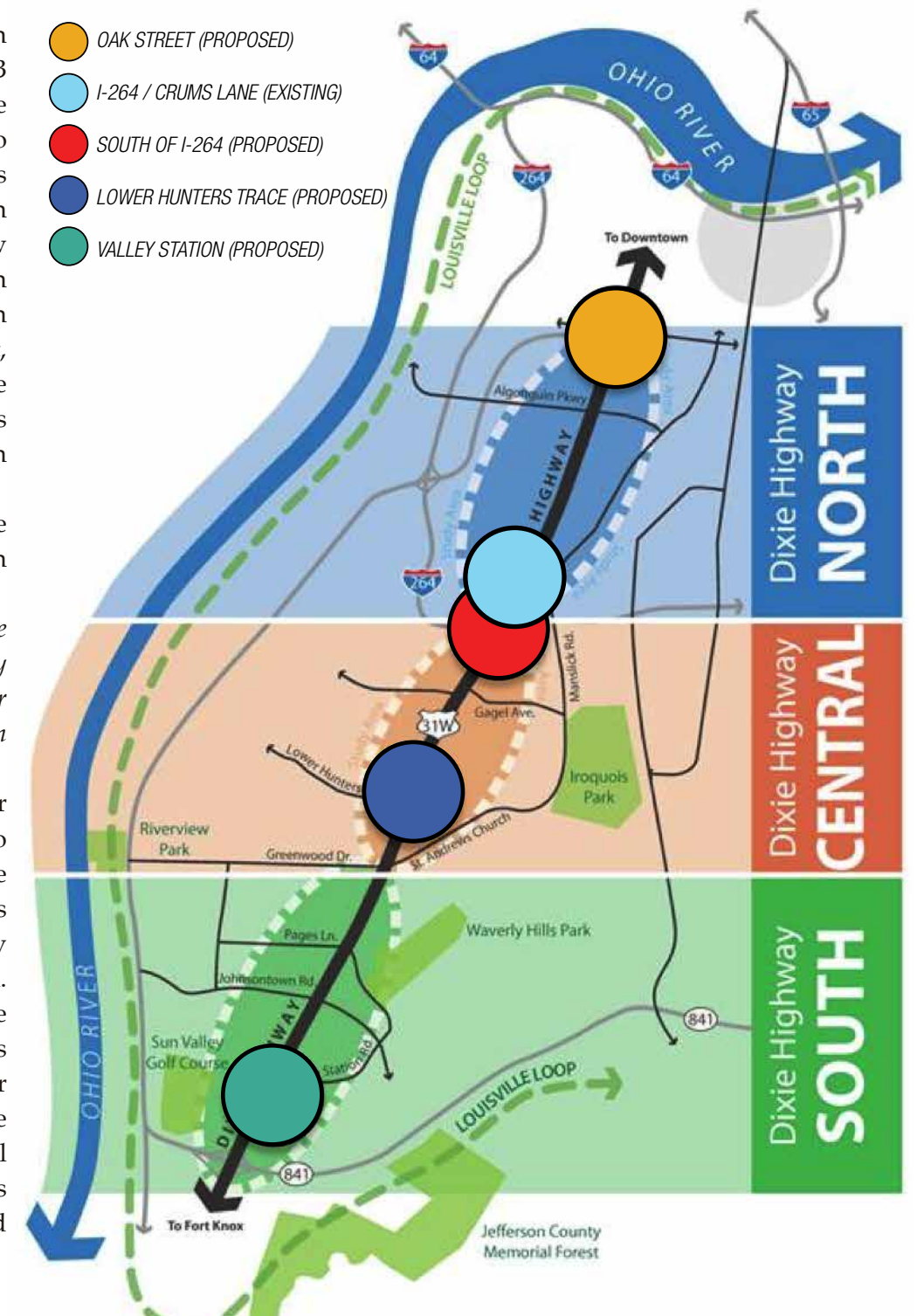
Dixie Highway, a key transportation corridor.

The I-264 to Crums Lane (Shively) Town Center Plan is an outgrowth of the larger Dixie Highway Corridor Master Plan performed by HNTB Corporation and adopted by Metro Council in 2012 (See Appendix). The Master Plan looked at the length of Dixie Highway from Broadway to Valley Station, and it made recommendations for public improvements to enhance safety along the corridor, create a greener, more pedestrian friendly environment, and most specifically, to establish four new planned town centers at key nodes along the corridor. Planned town centers were identified around distinct cores, typically at the intersection of major roads and transit routes. The town centers are Oak Street, I-264/ Crums Lane, Lower Hunters Trace, and Valley Station. These town centers were envisioned to be denser, mixed-use communities that meet the daily needs of residents and are proposed to be pedestrian and transit oriented.

The development of Town Centers is consistent with one of the principal themes of the Comprehensive Plan for Louisville Metro. In the words of the Metro Comprehensive Plan:

*Encourage town centers that serve multiple neighborhoods and provide places to work and shop in close proximity allowing many people to conveniently walk, bicycle or ride transit. Encourage town centers to have a defined center such as a plaza or square about which development or redevelopment occurs in a centralized rather than a linear pattern.*

Metro Louisville has commissioned two of these Town Center studies -- the first being Lower Hunters Trace, adopted by Metro Council in 2018. This second study focuses on the Shively Area. The heart of the Shively Town Center is the 5-point intersection of Crums Lane, Seventh Street Road and Dixie Highway. The core area of Shively is already designated as a Town Center in the Comprehensive Plan. This plan seeks to implement the recommendations of the prior Dixie Highway Corridor Master Plan and to provide development alternatives previously unavailable in the project area. The existing town center regulations within the Land Development Code (LDC) are adequate to support compact, walk-able development. Therefore, this plan will focus on strategic sites for redevelopment with only minor adjustments to the Town Center study boundary, which resulted from citizens and property owners input.





Dixie Highway Corridor Master Plan

The aforementioned Dixie Highway Corridor Master Plan, adopted in 2012, proposed numerous improvements to the appearance and functionality of this southwest quadrant of Louisville Metro. Dixie Highway forms the central artery that ties together multiple neighborhoods from Broadway to the county line along its nearly twenty-mile length. This town center study implements one more piece of the Master Plan and encourages the strategic development goals of the Southwest community.

The New Dixie Highway

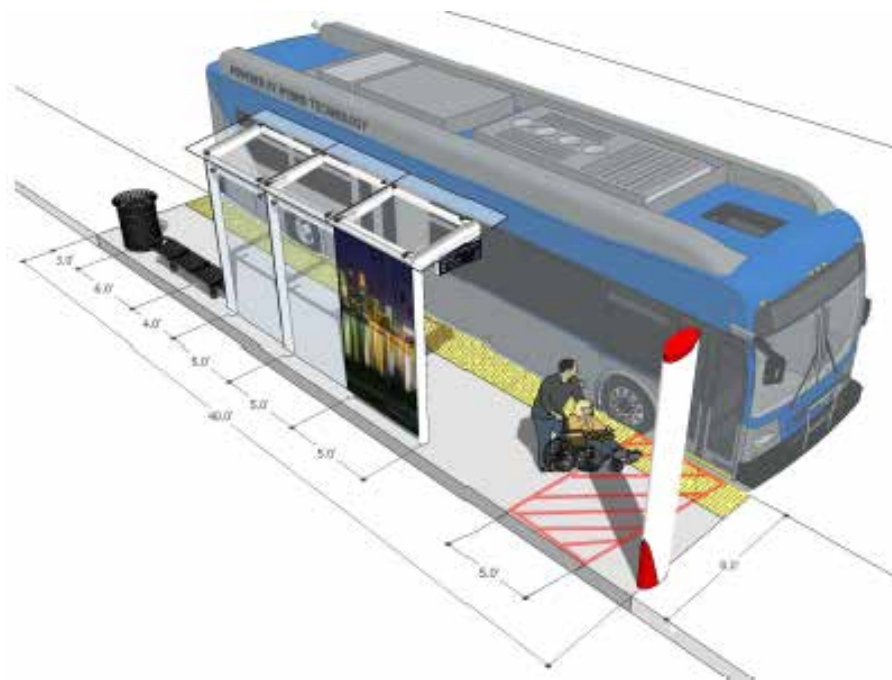
The first phase of public improvements to Dixie Highway is currently under construction and expected to be completed in 2019. A model redevelopment area has been funded through local; state and federal funding that stretches between Crums Lane and Greenwood Road, a distance of approximately 3 miles. Design development strategies used for the model area will be used for other sections of the corridor. Key features of the corridor redevelopment for the model area are focused on safety and operational improvements. These include the introduction of a median island along Dixie Highway to better control and manage access. Although the same number of traffic lanes and carrying capacity of the corridor are preserved, narrower traffic lanes have provided opportunities for wider sidewalks, unified and identifiable transit stops, and streetscape features.

Lack of adequate lighting is contributing to the overall safety concerns along the corridor. The median created for access management provides new locations for street lighting. However, due to the limited funding and budget constraints; lighting is provided only at strategic locations; i.e. at the median crossings and cross streets. Finally, unified traffic control devices, pedestrian crossing zones and better amenities for transit users are planned. Taken together, these improvements herald a new day for Dixie Highway. This public investment marks a bold new vision and green aesthetic for Dixie Highway, transforming the corridor from a high speed suburban street into a tree-lined urban boulevard.

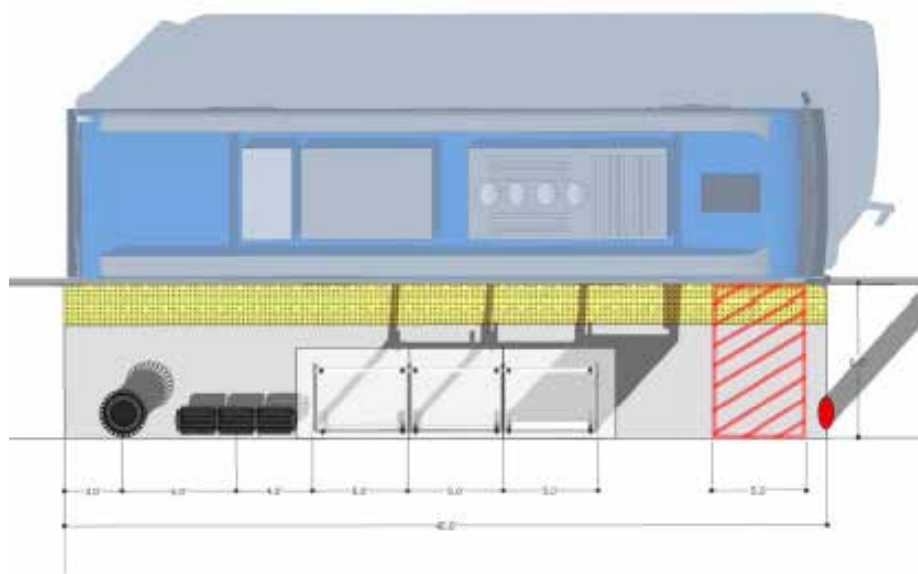




## A OTHER STUDIES



**BRT station concept - located at the back of the curb within the zone between roadway and right-of-way lines.**



Plan view - zone may also accommodate landscaping, trees, sidewalks, street lighting, signage and driveway.

## Bus Rapid Transit

TARC Route 18, which serves the Dixie Highway corridor, is the area's best-performing bus route, carrying an average of more than 4,000 riders daily. However, high demand for service combined with traffic congestion along the corridor often causes delays to scheduled stops. The launch of Louisville's first bus rapid transit (BRT) line will improve speed, service, reliability and transform the look and feel of the Dixie Highway Corridor. This system, which eventually could be expanded to other parts of TARC's service area, will include:

- » 37 distinctive bus-rapid transit stops along the length of the Dixie Highway corridor.
- » TARC-designated queue-jump lanes make it safer and easier for buses to pass through intersections.
- » A Traffic Signal Priority system connected with the Intelligent Transportation System, so buses can communicate with signals.
- » Newly branded buses designated for the Dixie Highway corridor/Route 18.

- » Sidewalk upgrades to improve access to bus rapid transit stations.
- » Eight new buses.

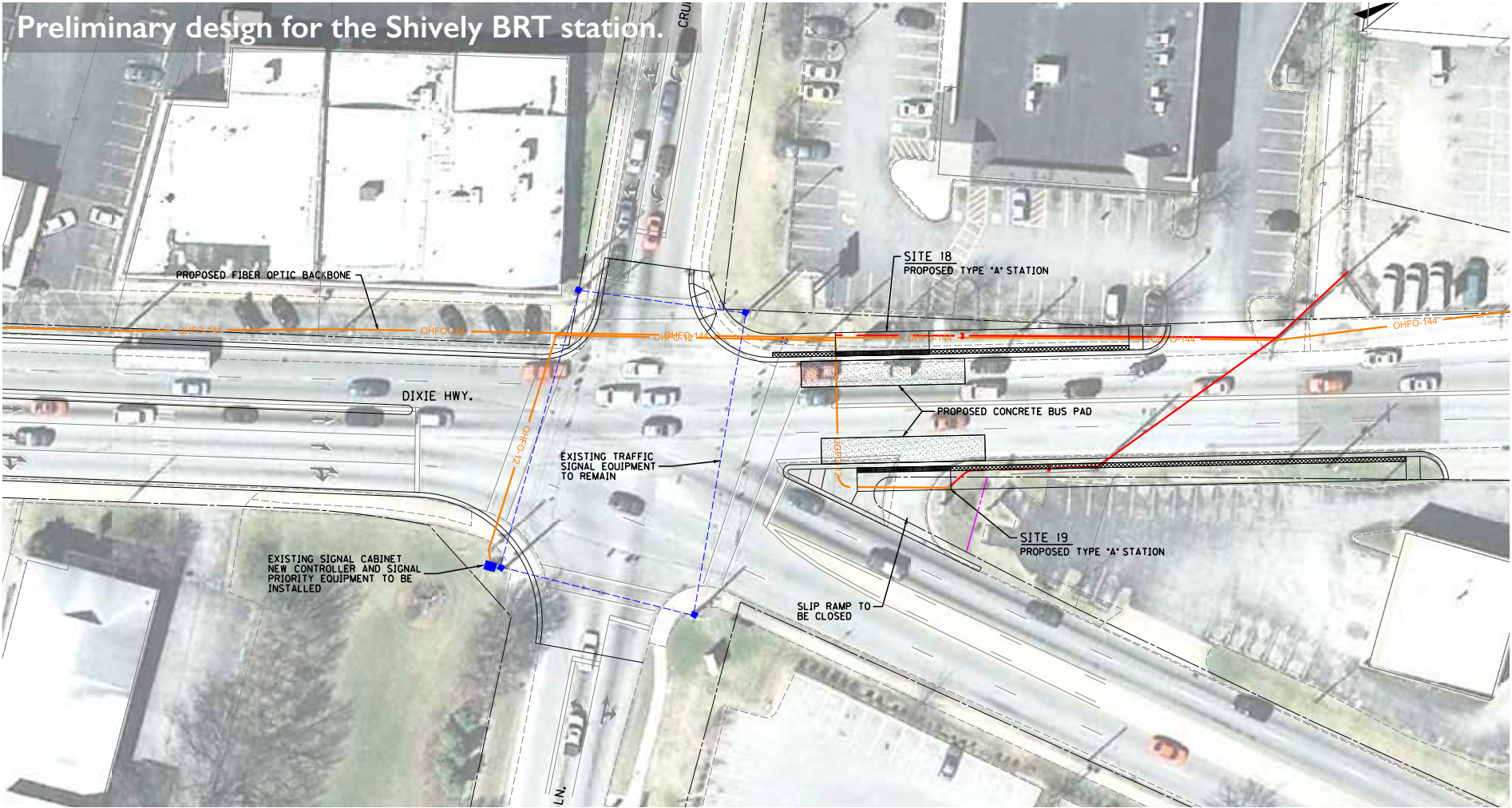
The benefits of bus rapid transit will be a reliable, fast, permanently integrated system of buses with a unique identity. In addition, bus rapid transit promises to increase safety and mobility along the corridor, while improving traffic flow and reducing travel time. The Dixie Highway BRT will be a mixed traffic BRT service operating from Dixie Highway at Bethany Lane to 2nd Street at Market Street in downtown Louisville. The route will operate on 15-minute headways minimum (during peak periods) and will utilize low-floor 40-foot buses. The proposed BRT route will closely follow the existing TARC Route 18 south of Broadway Street and will connect with the two additional high frequency TARC routes 21 (Broadway) and 4 (4th/5th Streets). The route will also connect to a number of additional routes, including, but not limited to, 29 (Crums), 63 (Crums), 27 (Hill), and 25 (Oak), in addition to a number of cross-connections in the downtown.



Bus rapid transit in San Diego includes a unique brand identity, designated buses and distinctive bus stops for the system.







At town centers, including Shively, residents and visitors can expect to experience greater access to jobs, shopping, and education. Ultimately these places will have a better quality of life, sustained by the environmental benefits a of a new, efficient transit system. The Dixie Highway BRT stations are located at the back of the curb within the zone between the roadway and the existing right-of-way line. This zone (a minimum of 10 feet) may also accommodate landscaping, trees, sidewalks, street lighting, signage and driveway access. The major BRT station at the Shively Town Center will feature a distinctive design, newly branded buses, and amenities serving the users. Three (3) other transit routes also serve the Shively Town Center, providing connectivity to the core area from the surrounding neighborhoods and reinforcing one of the principals of any town center -- a focused hub of activity for the community.

Station Design Standards

- |   |  |                             |
|---|--|-----------------------------|
| » Station identification pylon  | » Clear width for pedestrians from detectable warning strip to shelter structure - typ. 4' | » Bench                     |
| » Pad dimensions - typ. 40' x 10'   | » Environmental protection for 12 persons (where shelter is provided)                      | » Waste receptacle          |
| » Curb height - typ. 6" with tactile strip along the length of the pad. Consideration of a higher curb to be assessed | » Shelter - typ. 15' length  | » Information panel         |
| » Wheelchair loading zone - 5' x 8' located perpendicular to roadway at the front door of the stopped bus             | » Shelter enclosure - typ. 3 sides   | » Advertising panel         |
|   | » Shelter lighting   | » "Next Bus" display        |
|   | » Area lighting  | » Space for TVM & Validator |





1923 - Dixie Highway and Seventh Street Road.



1936 - The Post Office named Shively.

Following is an excerpt of *Shively - Spirited Approach to Issues Embodied in Distillery Battle*, from *A Place in Time: The Story of Louisville's Neighborhood*.

Copyright 1989 by Bill Pike © The Courier-Journal.

Shively was a little town with big ideas 50 years ago. A week after it incorporated on May 20, 1938, the city's trustees annexed eight distilleries that Louisville wanted, igniting a fight with its big neighbor. While Shively eventually won, the annexation set the stage for a history that often has sizzled with political fights and controversy. But on the other side of the "Lively Shively" nickname are neat lawns, full churches, pride and civic involvement.

"For a long time the motto was, 'Pay your taxes, go to church and mind your own business,' " said Doris Tarpley, who has lived in Shively for more than 40 years. The two strands of Shively's history -- serious politics and community stability -- tell of proud people with old-fashioned values. "I fought in World War II, and I love my country," said L.G. Smith, who flies the American flag in his well-tended yard on Quinn Drive.

It all began when Christian Shively settled near the present Seventh Street Road-Dixie Highway intersection in the 1780s. Slowly, vegetable farmers, many of them German Catholics who were thrifty, clannish, neat and proud settled on the rich soil. "Much of what this city is goes back to those Germans," said the Rev. Gerald Timmel, pastor of St. Helen Catholic Church, which was founded in 1897 at Dixie Highway and Crums Lane. Several small stores soon formed the center of a community called St. Helen's.

When the area got its first post office in 1902, residents wanted to name the facility St. Helens. But another Kentucky post office had that name, so it became the Shively Post Office. When Shively incorporated as a sixth-class city the name stuck. The city had 1,035 residents and St. Helen church was at its center.

Many residents wanted to form the city because they needed services, said Henry Scamahome, of St. Joseph Avenue, a member of the original Board of Trustees. Executives of distilleries on Seventh Street Road also wanted the area incorporated so Shively could annex them and keep them out of Louisville, with its higher taxes. In short

order, Louisville officials discovered the week-old city had annexed \$20 million worth of distilleries.

In the late 1940s Louisville struck back, annexing a mile-wide strip around Shively, which could have ended its growth if it hadn't been shot down in court. The stakes in the annexation maneuvers were considerable. Shively officials proudly said their city, with its \$25 million tax base, was Kentucky's richest.

By 1960, more annexation and the post-World War II building boom had given Shively 15,000 residents and the distinction of being Kentucky's fastest-growing city during the '50s, according to U.S. Census Bureau figures. But Shively's financial well -- the distilleries -- dried up by the early 1970s as declining sales and changes in state whiskey and property-tax laws drove most of the distilleries away, Mayor Bill O'Daniel said. Also, federal money was cut during the 1980s, and Pleasure Ridge Park residents fought a 1984 annexation attempt until Shively gave up.



1923 - Commercial Club of Shively, today a pizzeria.



1936 - St. Helens Church, the community's first namesake.



1956 - Businesses line the commercial corridor.

The controversy that surrounded the annexation illustrated something else about Shively: Its politics are often divisive. “If you get into politics out here, you have to be tough,” said Evelyn Glass, who in 1972 became the only Republican ever elected to the City Council and who served through 1974. In 1965, for example, exiting Mayor Joseph Davis and the council expanded the eight-person council to 12, packing it with members who sided with Davis. The new mayor, O’Daniel, refused to recognize the additional members, and at meetings only eight glasses of water were set out. A court decision later upheld O’Daniel’s view.

Campaigns for city government grew especially rough in 1981, as allegations flew over claims of vandalism to campaign signs and reports of threats. Also, the Shively Newsweek editor said he was roughed up over campaign coverage. The Kentucky State Police watched over the polls to ensure a fair election, and voting day ended without incident.

The Shively many of its residents value is far from the rough-and-tumble politics. Bill Conley, who has lived in Shively for 48 years, recalls Saturday-night dinners at Emstberger’s Tavern, which until the late 1960s was across Dixie Highway from Bacon’s Shively Center. “Their chili and bean soup, oh Lordy! And their bratwursts were out of this world,” said Conley, of East Lane.

Conley also recalled a woman who came to the old Shively Police court one night seeking a divorce. “I told her, ‘Don’t get divorced,’ “ said Conley, who was then bailiff. ““You’ll just end up with another man just as bad. Keep the one you have and train him.’ “ The woman never came back.

“We have a good old Shively out here,” said Conley, who later served as judge. “We do what needs to be done.”



1952 - Bensinger’s Outfitting Co., branch of the larger establishment.





# ANALYSIS AND CONTEXT



B



The City of Shively in Jefferson County is centered on the junction of US60/31W and Dixie Highway, and it lies 5 miles southwest of downtown Louisville. Historically, the City was founded on land near Mill Creek and the road connecting Louisville to the Salt River, which was later incorporated as the Louisville and Nashville Turnpike. The City's modern boundaries are roughly Millers and Bernheim Lane to the north; Seventh Street Road to the east; I-264 and St. Dennis to the west; and Rockford Lane and Pleasure Ridge Park to the south. The smaller Shively Town Center Form District area was designated under the Comprehensive Plan and is represented by the portion of the map bound by the red line.

The area around the intersection of Dixie Highway and Crums Lane is primarily commercial and institutional, including older single-story commercial structures, auto dealerships, fast-food restaurants; institutional uses that include Shively City Hall and related municipal structures; and a more contemporary shopping center fronted by an expansive surface lot. The town center is defined by the limits of the Mill Creek School property, Shively City Park, Southland Terrace shopping center, the existing commercial development and the I-264 beltway to the south. The main thoroughfares within the study area are Dixie Highway, Seventh Street Road and Crums Lane. The main residential areas surrounding the Town Center exist beyond these two thoroughfares, outside of the commercial area.

After discussion with the citizen stakeholder group, the study area boundaries to the southeast of the town center district have been expanded to include the charming redevelopment that has taken place along St Joseph Avenue. This short street has seen recent investment that exemplifies the village and small town character we hope to achieve in future redevelopment initiatives. The decision to modify the study area boundary was broadly supported by the stakeholders, and it was based on the agreement that the current land uses on St. Joseph Avenue should be included within the town center plan.



Shively is located southwest of downtown Louisville.



Recent development in Shively, consistent with the desired Town Center character.





The map to the right illustrates the figure ground of existing structures, tree canopy cover and the existing road network of Shively. The topography is also indicated. The tree canopy cover is sparse in the adjoining residential areas, and especially sparse or absent within the town center area, especially along Dixie Highway and Seventh Street Road. Trees are noticeably absent from car sales lots and Southland Terrace shopping center.

The figure ground of existing structures indicates commercial buildings within the boundary of the Shively town center are concentrated mainly along the Dixie Highway and Seventh Street Road corridors. This figure ground also indicates the low density, single family residential structures that dominate the residential neighborhoods just beyond the study area and the vacant lands surrounding the local schools.

The existing street network of the study area consists of mainly North-South major thoroughfares and East-West Avenues, with the exception of the area nearest the bypass, where the street grid adjusts itself to resolve its meeting with the railroad. Town center mobility, including streets, public transit and bicycle and pedestrian facilities, is examined on the following pages.

## Key Findings

- » Existing tree canopy coverage is sparse, especially within the commercial corridor. Shively would benefit from a tree planting effort.
- » Commercial building setbacks along Dixie Highway are deep, creating opportunities for liner shops / infill development.
- » Shively Park is a significant community asset. Investment here would increase recreational and outdoor learning opportunities, while encouraging redevelopment of Park Road.



Southland Terrace Shopping Center, a mixed-use redevelopment opportunity.



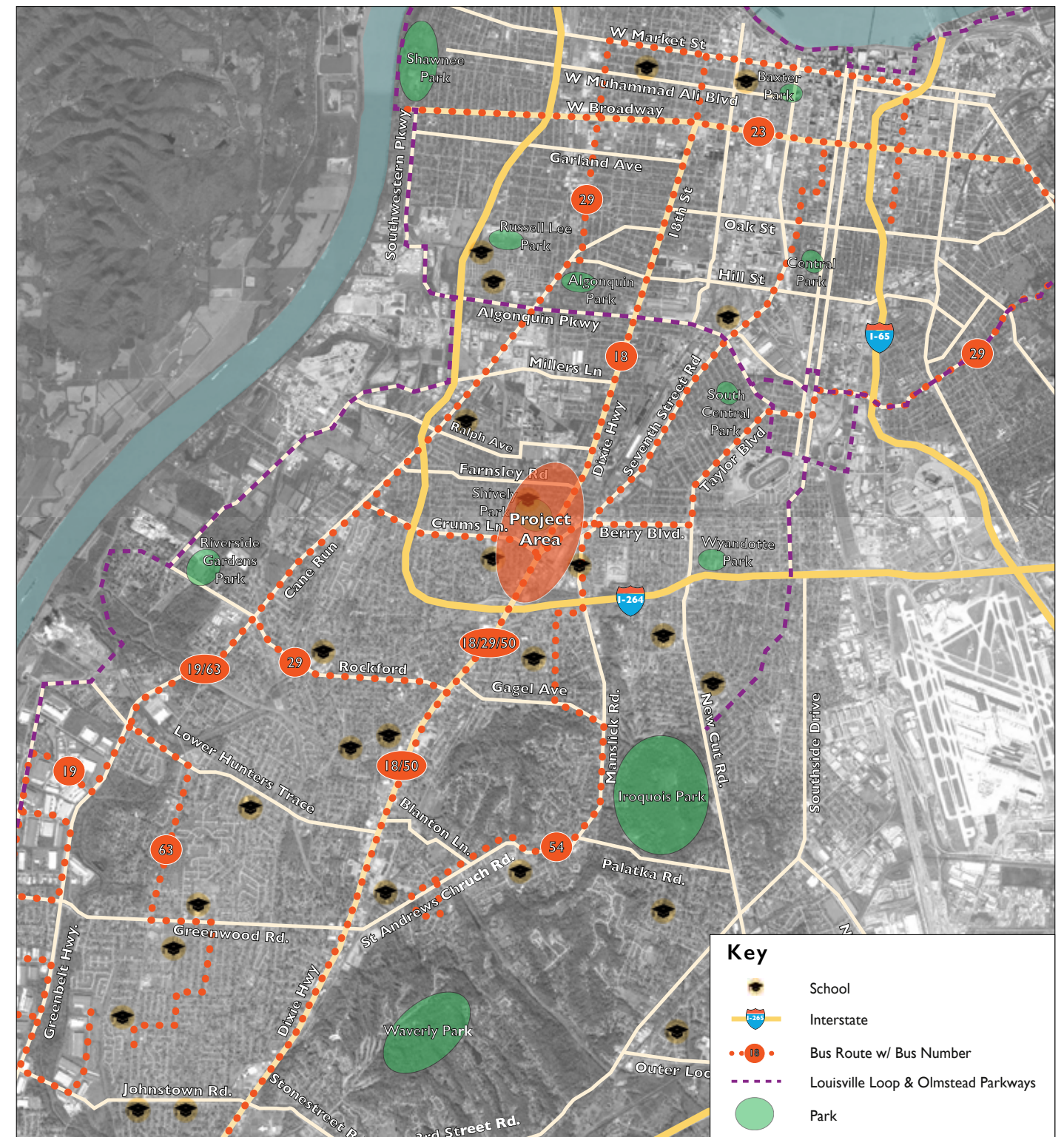
### Key Findings

- » The existing network of streets provides vehicular access to shopping and services in the commercial corridor. Access to local shopping streets (like Park Road) would be enhanced by creating several new, local connector streets.
- » Pedestrian amenities are modest or in certain places non-existent. Continuous sidewalks and a grassy verge, where feasible, would improve the pedestrian experience.
- » Bus Rapid Transit promises to increase efficiency and increase safety for everyone travelling along Dixie Highway. A BRT station is slated for the five-points intersection.

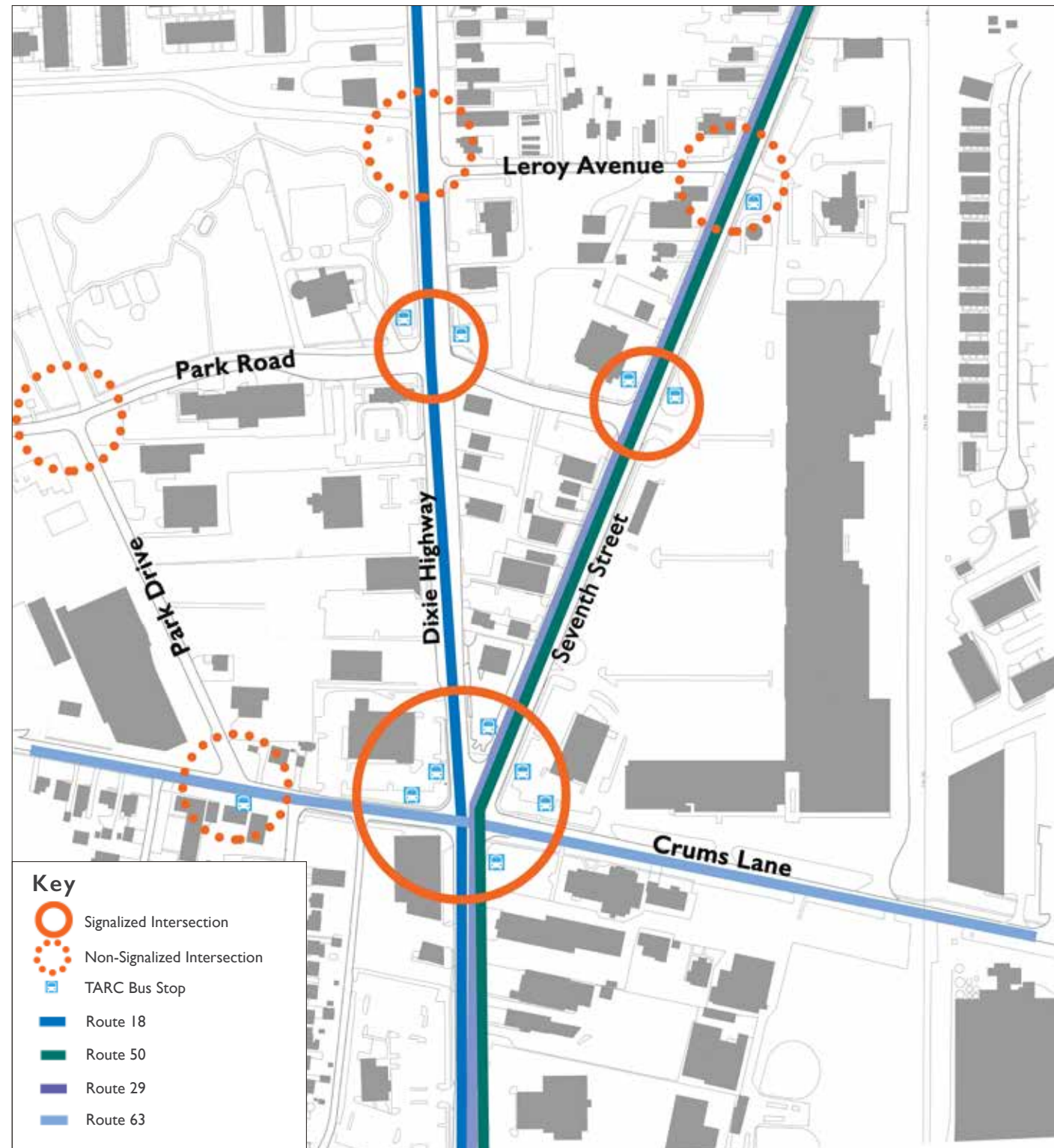
The center of Shively is the nexus of Dixie Highway, Seventh Street Road and Crums Lane, which are the major and minor arterial roads in the town center area. Moving east from the five-pointed intersection, Crums Lane becomes a primary collector street, gathering traffic from both sides of the Paducah and Louisville (PAL) railroad line. The roads provide vehicular access to shopping and services along the commercial corridor, as well as the residential areas adjacent to the study area. The intersection of these three streets is a defining feature of the town center, and has been identified for improvement. Also, a Bus Rapid Transit station has been specified at this intersection.

Pedestrian and bicycle facilities in the area have been improved, in an ad-hoc way, over the years since the town was first established. Modest sidewalks are provided, but not everywhere, and sidewalks are frequently interrupted by driveway access, often without pedestrian warning. Sidewalk placement varies also - sometimes with a grassy verge separation, and in other locations, the sidewalk is at the street curb. Pedestrian crosswalks are defined at the three (3) major signalized intersections where there are also tactile warning strips. There are no bicycle lanes in the study area. Bicycle racks are located at Shively Park, and also at the Town Hall-Library facility.

The Shively Town Center is serviced by five (5) TARC Bus Routes. Visitors and residents can arrive at Shively and access other parts of the city, via Routes 18, 29, 50, 54, and 63. Bus stops are located at most major intersections including Park Drive, Park Road, Crums Lane and Garrs Lane, and Leroy Avenue. Bus shelters, benches, and trash cans are provided near the five-points intersection, and these amenities are slated for upgrades with implementation of the new BRT system.







## Pedestrian Conditions

There are a variety of pedestrian environments in the Town Center study area, as illustrated by the photos.

### A Sidewalk with Verge

Grassy verge buffers pedestrians from traffic. Sidewalk is located at curb-height. Grassy border and landscaping define adjacent commercial development.

### B Sidewalk with Shoulder

Asphalt shoulder separates traffic from pedestrians. Sidewalk is at grade with the road. Commercial development is also immediately next to the sidewalk.

### C Sidewalk at Storefront with Onstreet Parking

Sidewalk is adjacent to storefront, at curb-height between the building and parking. Without wheel stops, cars may become obstacles.

### D Undefined

The space between the road and storefront is accessible by pedestrians, bicycles and cars. Without definition, it is unclear how people and vehicles would move through the space.



A



B



C



D



## B LAND USE & ZONING

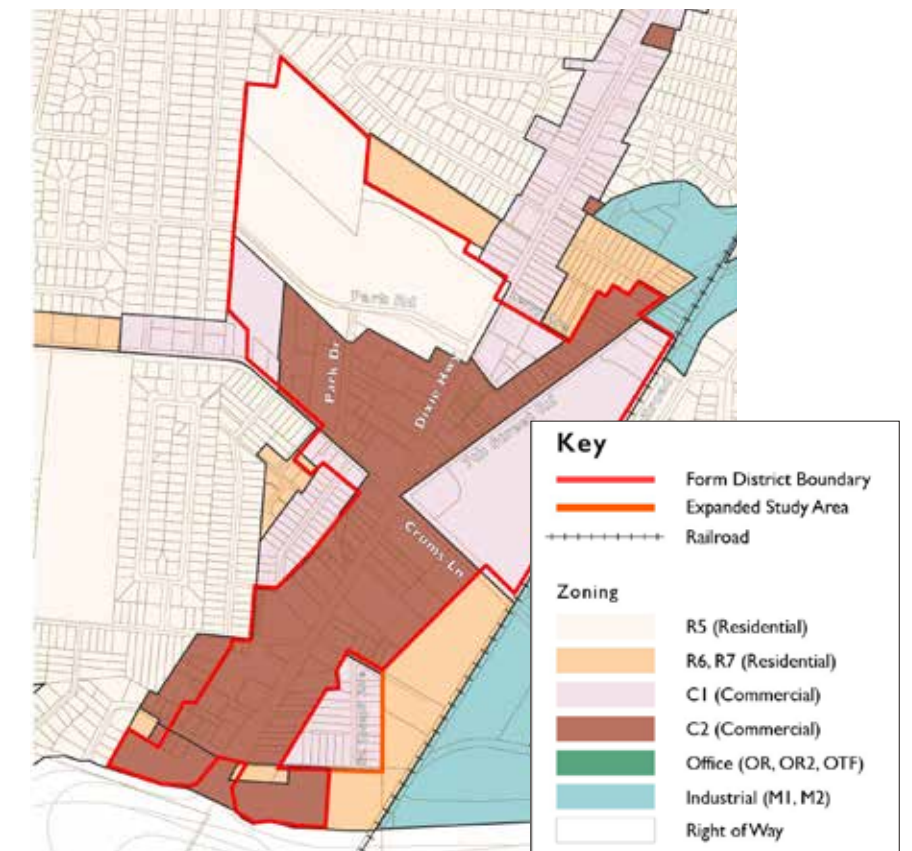
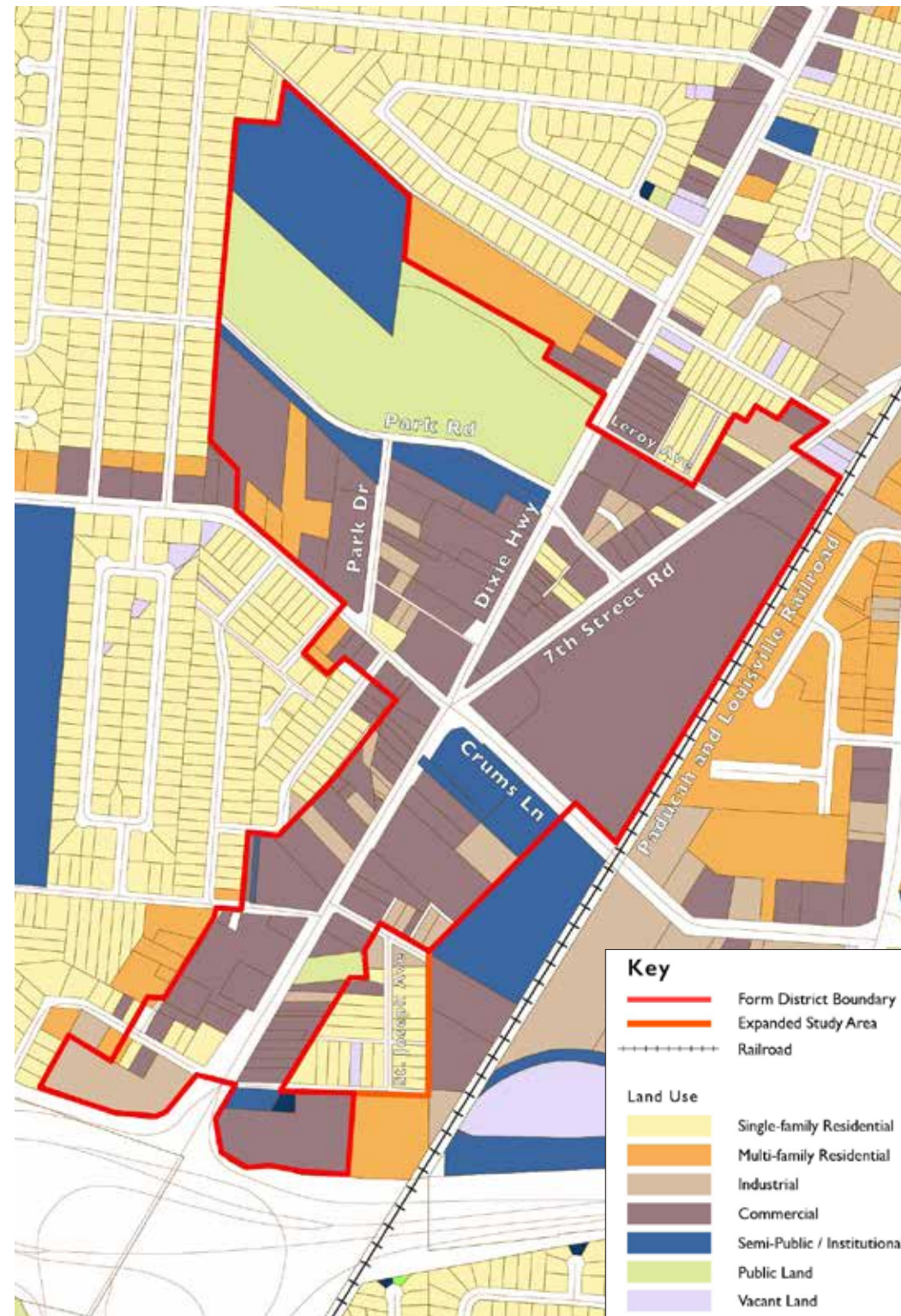
The zoning districts of the Town Center study area are mainly commercial zoning (C-1, C-2), which aligns with the existing land use pattern of mostly retail and business land uses. The single, largest commercial center is the Southland Terrace shopping center with extensive vacant frontage on Seventh Street Road. Although residential use is a permitted land use under this zoning, residential uses are more limited within the Town Center. Commercial land uses extend to the north and to the south along the Dixie Highway commercial corridor.

Additionally, there are two industrial and office centers located adjacent to the Town Center to the northeast and the southeast of the form district, and there is a large, multi-family residential development located directly east of the boundary. North and west of the Town Center are suburban residential areas and the Butler Traditional High School.

Institutional uses include the Shively Town Hall, Mill Creek Elementary School and Mary Queen of Peace Catholic Church. These uses are located adjacent to the public parks and other open spaces in the Study Area, including the recreational ball fields owned by Mary Queen of Peace Catholic Parish.

### Key Findings

- » The Shively zoning and land use patterns are compatible. Redevelopment along St. Joseph Avenue is noted as a model of the type of small town character desired for the town center core.
- » Surrounding land uses (Butler High School, Manufacturing and Residential, both single and multi-family) provide support for commercial and civic uses in the town center. Sufficient land area is available for additional, new commercial, office and restaurant establishments.
- » Parking is a primary land use based on surface area occupied. Shared parking arrangements and better access to parking would enhance the user experience and make more land available for redevelopment.
- » Building setbacks and architectural character vary. Incentivize new development and redevelopment of existing facilities, in a way that is consistent with form district guidelines and the recommendations of this plan.



Commercial uses, including office and retail, are predominant.



## Key Findings

- » Much of Shively's original character has been altered by mid-to-late 20th Century development patterns typical of the Dixie Highway corridor.
- » Many older residential structures have been converted into commercial uses with inadequate parking arrangements.
- » Pedestrian movement is frustrated by difficult or missing sidewalks, the lack of tree canopy, and the setback of large older shopping centers with vast underutilized parking areas.
- » The civic core of Shively, anchored by the City Hall, Public Library, Community Center, and the City Park, provide assets to build upon.

### Urban design character in Shively - then and now.

- 1 Veterans Administration Healthcare Building
- 2 Shively Strike & Spare
- 3 Bud's Tavern (Formerly St. Helen's Sweet Shop)
- 4 Mary Queen of Peace Catholic Parish
- 5 Shively Sporting Goods
- 6 Community Center

Shively's small town character has been eroded over time. Development of stand-alone uses has created an infill pattern along the Dixie Highway and Seventh Street frontage. This development pattern takes advantage of the prime real estate along the corridor, but often results in isolated uses with no relationship to surrounding businesses, little connectivity, and total dependence on the automobile. Also, Dixie Highway's concentration of automobile dealerships -- "Wide, wide Dixie Highway" -- leaves large tracts devoted to automobile sales and service.

Architecturally, the historic building pattern of Arts and Crafts style buildings is still visible in small segments of the Town Center, such as the triangle between Seventh and Dixie. Other buildings, like the former Commercial Club of Shively, have been altered by additions or replaced all together. Contemporary design has been utilized in a number of major structures -- the City Hall/ Library, the Veterans Administration Healthcare Building, the Bowling Alley, and the Church of Mary Queen of Peace. Typical suburban commercial development lines the majority of the frontage. Landscaping is almost non-existent in the older developments, and limited to code minimum requirements in the newer projects. Landscape materials have not been used to enhance the shopping experience or create shaded sidewalk paths. Lighting is limited to parking lots and storefronts with little attention to the potential for pedestrian movement between one development and another.

This plan attempts to establish a growth scenario that knits the shopping areas together, while recognizing the value of existing investment. The charrette applied concepts from long-standing urban design wisdom that are built around a grid of streets and traditional, walkable city development.



1940 - St. Helen's Sweet Shop



1923 - Commercial Club of Shively



1



2



3



4



5



6





Working with the City of Shively and Louisville Metro, citizens and property owners were invited to participate in the development of the Shively Town Center plan. This group formed a Stakeholder Committee representing various property and interest groups and was supplemented by a Technical Advisory Group composed of public officials. A public charrette was conducted at Shively City Hall on November 4th & 5th, 2015. Following that charrette, the Shively Town Center plan was placed on hold during the preparation of the larger Bus Rapid Transit Plan (BRT Plan) for all of Dixie Highway. Upon completion of the BRT Plan, the Town Center plan ramped back up. A public presentation of the charrette results and the visioning for the final plan was held at the Shively City Hall on September 19, 2018 before members of the stakeholder committee, key interest groups, and local officials.

#### Charette

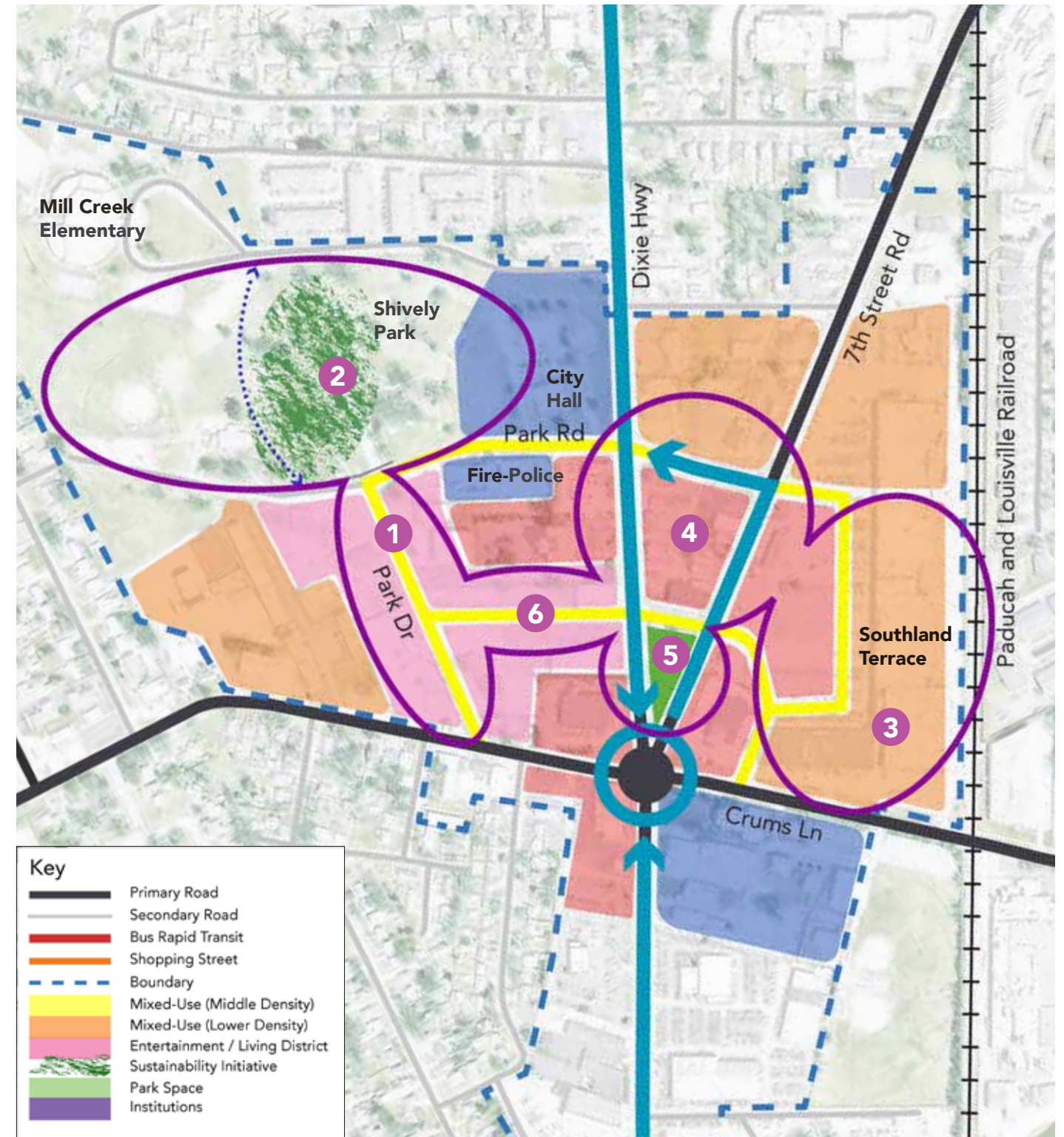
A preliminary briefing with the Stakeholder Committee and government representatives had informed some basic decisions. Tours of the study area and extensive photo documentation of existing conditions took place. Mapping of zoning, land use, and mobility issues documented important background data.

The format of engagement was equal parts education, conversation, and visioning. Participants gave input around discussion topics including improved transit and routes to shopping; leveraging the City

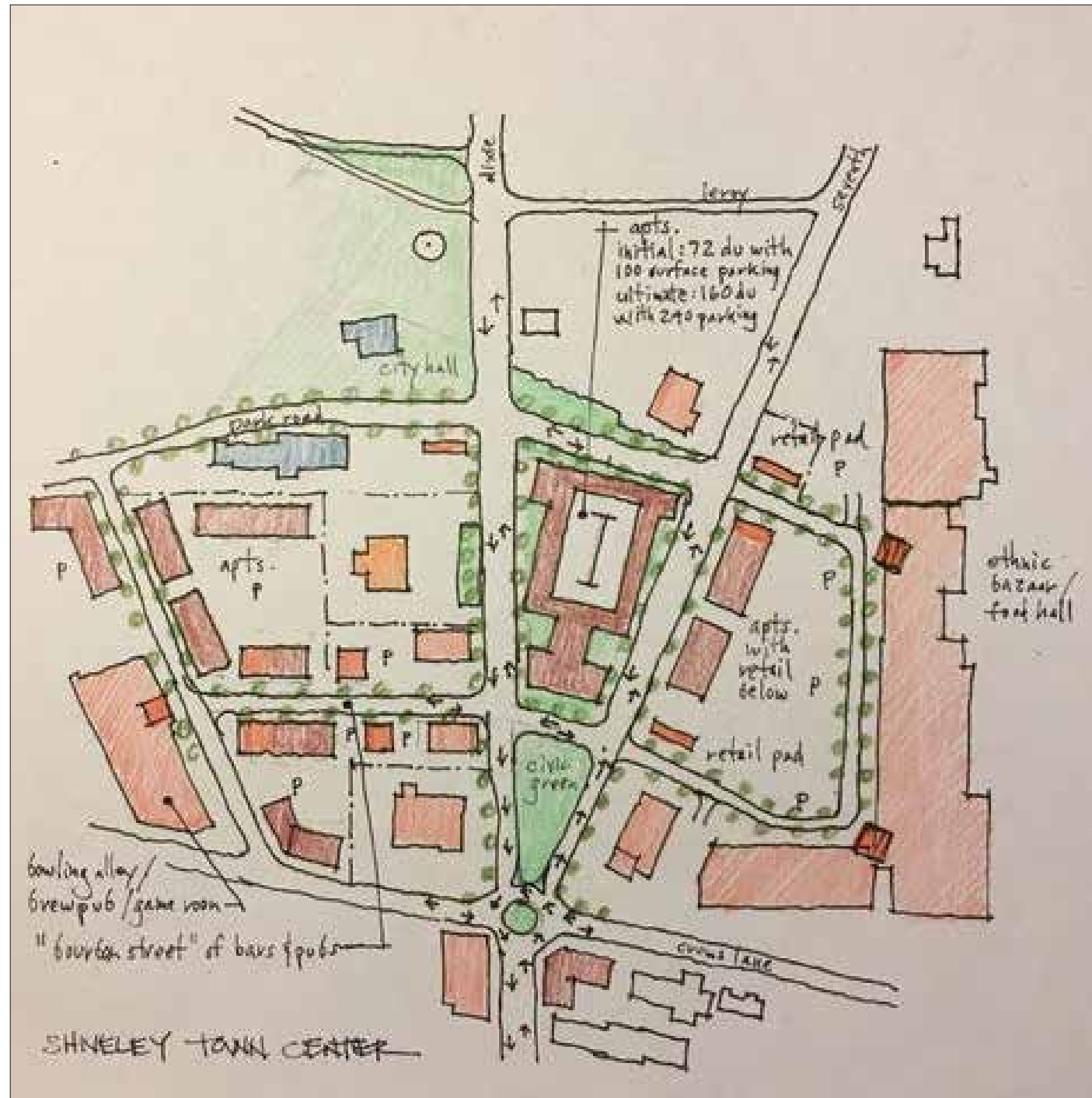
(Above) Shively Park has been identified as a community asset.

Improvements to transit infrastructure are a priority.

(Right) Greater street connectivity, pedestrian safety, and bus rapid transit were addressed by participants.







Park to encourage development; new business opportunities; achieving Small Town, USA character with signature buildings and areas; and barriers to change.

A network of primary and secondary circulation was developed and further defined in relation to signalization and transportation improvements slated for Dixie Highway. Additionally, key properties were identified that could be prioritized for redevelopment as hallmarks for the future Town Center character. This study creates a long-range vision that focuses on the role these properties could play as opportunities for Town Center growth and development. Specific vignettes of potential redevelopment sites were created that could set the tone and establish the future character of the core of Shively. The key properties are:

- 1 Park Drive - Destination living, shopping and dining.
- 2 Shively City Park - Sustainability initiative and recreation.
- 3 Southland Terrace Shopping Center - Liner Shops along the frontage of the shopping center start a pattern of walkable infill development.
- 4 Transit Hub – a signature gateway at the intersection of Dixie Highway, 7th Street Road and Crums Lane that centralizes transit and vehicular focus.
- 5 Civic Green - A public space that symbolizes the new town center.
- 6 Shively's Bourbon Street – infill development on underutilized land encouraging concept restaurants and retail experiences.

A common theme to all discussions was the desire to encourage redevelopment. Providing incentives that support implementation of the master plan has also been uppermost in discussions with Shively elected officials and the Louisville Metro administration.



(Above) The Advisory Group and Stakeholder Committee consult with the design team.

The Design Consultants at work during the charrette.

(Left) The artist's rendering of the proposed town center plan.





# TOWN CENTER



C



## C VISION



Over the next twenty years the Shively Town Center can become a place to live, a place to work and shop, and a place that is convenient to church, school, and recreation, creating a compact, economically sound, and pedestrian-friendly focal point for the surrounding community. This location as one of the Dixie Highway BRT Stations will enable true multimodal access by bus, car, and bicycle, while promoting the pedestrian character of a thriving town center.



(Above) Shively becomes a place to live, work and shop.

(Right) Mixed-use development and transit improvements promote pedestrian character.





These goals and objectives are applicable to not only the Shively Town Center study, but the other town centers along the Dixie Highway corridor as well.

Engage the community in an effort to proactively address and encourage development.

- » Forge a partnership among public and private property owners and developers to invest in the project area and support proposed growth.
- » Adjust the Town Center form district boundary, if necessary, based on public input.
- » Devise a public input process to the updates of the Shively City Park to give citizens a stake in this central community facility.

Promote a multimodal environment that is friendly to pedestrian, bicycle, and transit users.

- » Reinforce the Town Center Form District standards to ensure building placement that creates an active edge along the sidewalk and street.
- » Create a streetscape and landscape concept that enhances peoples' experience while providing buffers where necessary.
- » Establish an access management plan addressing shared curb cuts and joint use parking.
- » Improve pedestrian and bike facilities so people would walk or bike to the transit center.
- » At the center, BRT and other routes provide community-wide transportation access.

Establish a Town Center design concept that promotes the surrounding area and creates a desirable town character.

- » Encourage mixed-use and placement of uses that are appropriate to their context.
- » Design a pedestrian-friendly, transit-oriented pattern that is a destination and gathering place for area residents and shoppers.
- » Ensure that the development pattern and infrastructure design is flexible enough to allow the district to transition as market conditions change over time, while preserving the overall design concept.

Coordinate infrastructure development needed to support growth as outlined in the project area.

- » Encourage investment in a secondary roadway and circulation system that interconnects the Town Center, reduces travel on Dixie Highway, and provides more development frontage.
- » Coordinate with the Dixie Highway Improvement Project to develop access management planning.
- » Develop an economic incentive package that supports the implementation of the Framework Plan and Urban Design Redevelopment Plan.



### Essential Elements

- » Redesigned intersection of Crums Lane, Dixie Highway and Seventh Street Road featuring a the potential for simpler one-way traffic movement.
- » New, local / shopping street through that extends through underutilized parking lots and across Dixie and Seventh (east-west), linking the Southland Terrace shopping center with Park Drive.
- » The BRT station should evolve into a full multimodal transportation center.
- » Provide street trees, sidewalks and crosswalks throughout. Also, improvements for ADA accessibility are a priority.



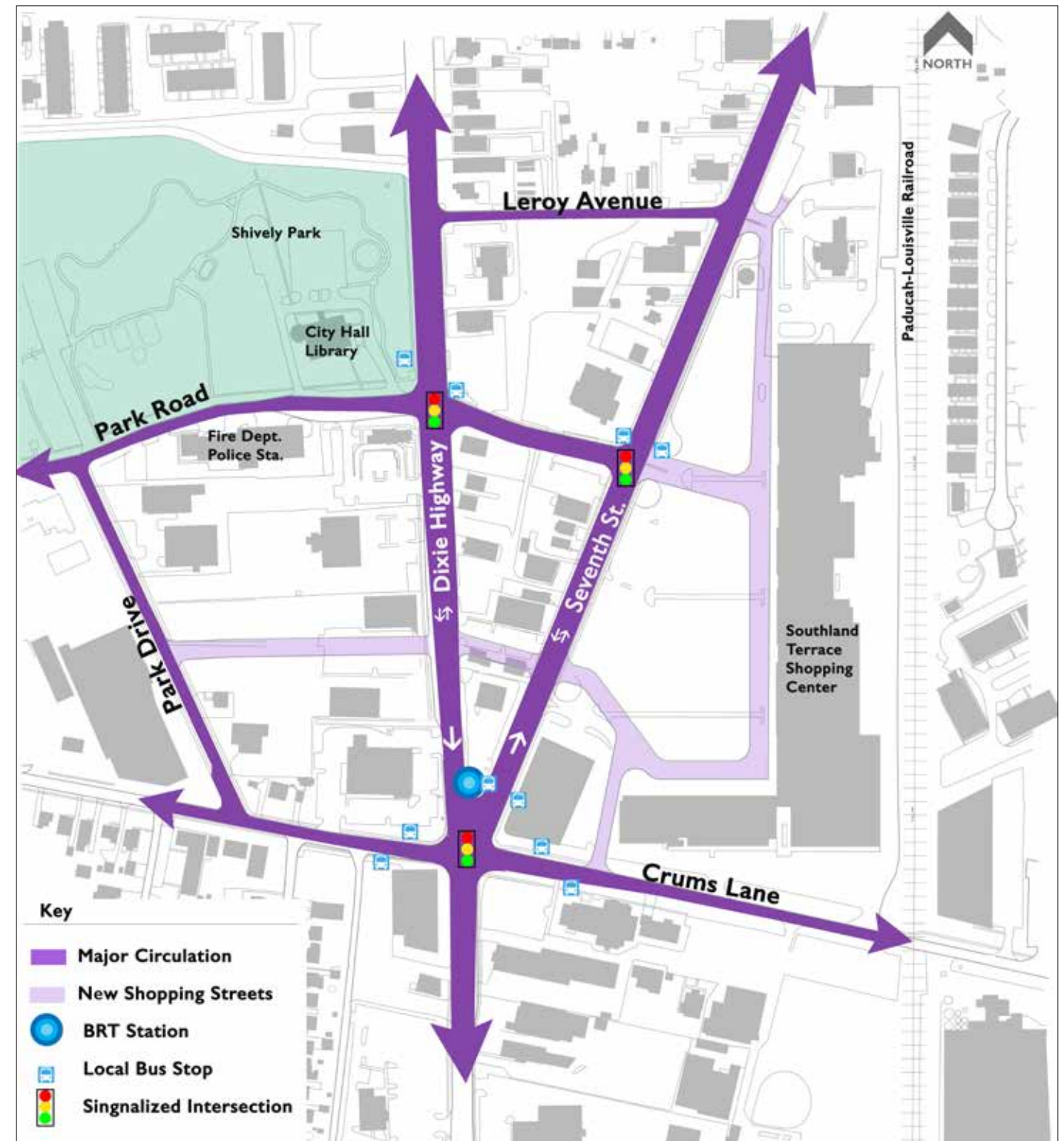
Tree-lined streets encourage pedestrian shopping.

The Shively Town Center plan presents an opportunity to demonstrate the key components envisioned by the Dixie Highway Master Plan. To a large degree, the success of Shively as a Town Center will be measured by the amount and frequency of people visiting it from the surrounding neighborhoods. Therefore, improving access from these neighborhoods and connectivity is critical. In addition, the level of service (in terms of safety and amenities that support reliable automobile access, transit service, and a pedestrian-friendly environment) will not only provide the connectivity, but will also support economic success and vibrancy at the town center, promoting a higher density of uses and activities at the core.

The Town Center transportation framework plan is shaped by the existing street network, mix of different land uses, and multiple forms of transportation. The town center, with a core area that is defined by approximately 108 acres, has Dixie Highway as its central spine. A triangular area, capped by Park Road on the north, is formed where Dixie Highway (traveling north) splits into two roadways (Dixie Highway and 7th Street Road) at Crums Lane. This area provides access to shopping and retail (Southland Terrace, numerous small shops and services), government / civic center (Shively City Hall and Library), Mill Creek Elementary School, a community park, and a church. This triangular area presents a potential for major redevelopment -- a transportation hub located at the heart of the Shively Town Center.

Louisville Metro Government has received a federal grant to create a Bus Rapid Transit (BRT) line based on TARC Route #18. The first of its kind in the community, this BRT system presents opportunities for transit oriented development and should be viewed as a vital component of the Town Center success.

A transit station and the improved transit system can link Shively to the broader community. Buses provide access to Downtown, Eastern Parkway and the University of Louisville, Oxmoor Center, St. Mathews, Churchill Downs, Lower Hunters Trace, Pleasure Ridge Park, and Valley Station. A total of 12 bus stops connects the ridership to buses, and at the same time create active pedestrian traffic, clustered around the triangular core bounded by 7th, Street, Park Road and Dixie Highway.





Simplify Traffic Operations

With implementation of the framework plan, other mobility improvements for the Shively town center have been envisioned. Those improvements are described here.



Pritchard Park in Asheville is bound by streets on all sides.

The need for an improved traffic operation at the Dixie Highway-Seventh Street Road-Crums Lane intersection has been well documented. Converting Dixie Highway and Seventh Street Road into a pair of one-way streets would result in a roundabout-style of traffic movement with minimal alteration to the public ROW. The one-way movement pattern would encircle the triangular area, making it truly the heart of the town center. This affords improved traffic movement while increasing access to local businesses. Also, if implemented, one-way streets could furnish enough space to allow on-street parking that would further support growth of the Shively Town Center. There are two scenarios to consider:

1 A clock-wise operation

- » 7th Street Road becomes 1-way (south) Crums Lane to Park Road
- » Dixie Highway becomes 1-way (north) from new east-west Shopping Street to Crums Lane
- » Park Road remains 2-way, with 2 lanes in each direction

2 A counter clock-wise operation

- » 7th Street Road becomes 1-way (north) from Dixie Highway to new east-west Shopping Street
- » Dixie Highway becomes 1-way (south) from Park Road to Crums Lane
- » Park Road remains 2-way, with 2 lanes in each direction

The first scenario provides for a better transit operation serving the Shively Town Center because bus boarding and departing will occur along the nearside of the town center.



1

2



Bus rapid tranist on a one-way street in Berkeley, California.

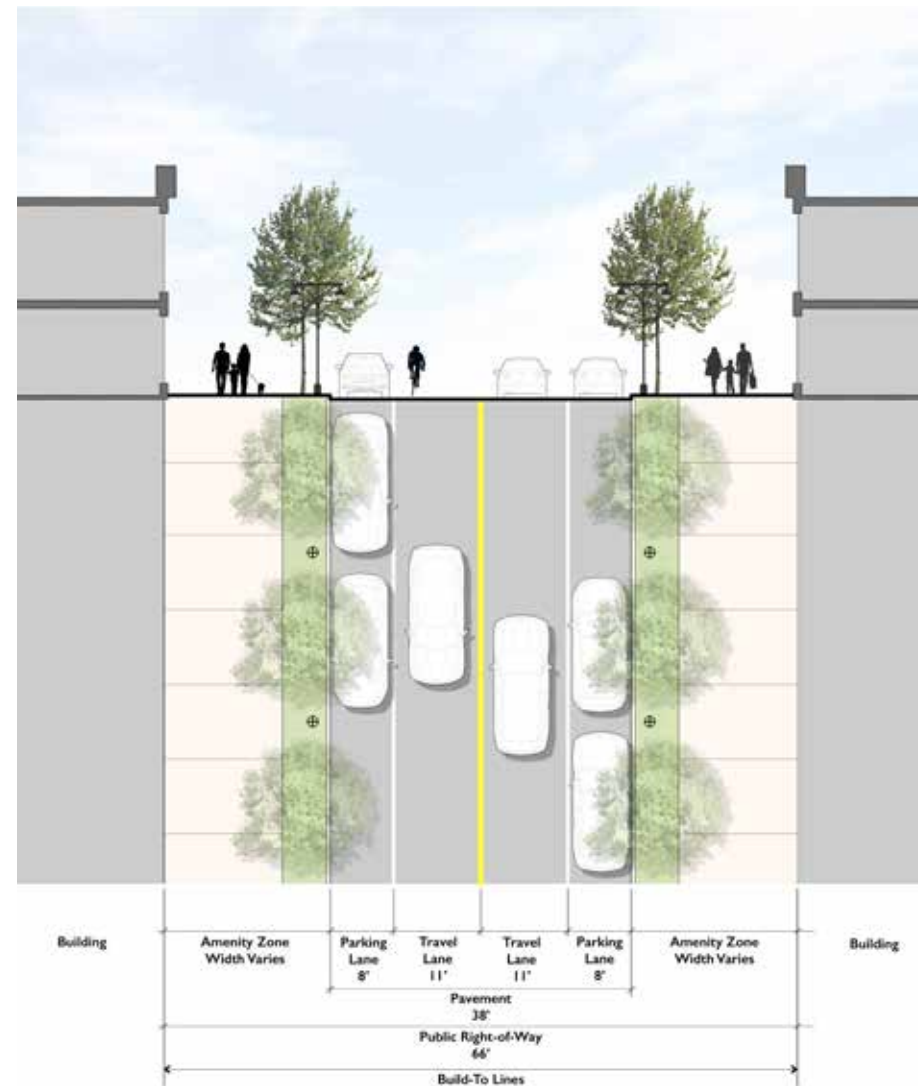


### Redefine Park Drive and Create Shopping Streets

In addition to the new five points intersection, redefining Park Drive and creating a new shopping street connecting Park Drive to the heart of the Shively Town Center could be a transit-oriented improvement, also with economic development perks. Redevelopment of Park Drive could be encouraged by an east-west access road linking it to the heart of the Shively Town Center. This new shopping street will improve connectivity and provide extensive new frontage for retail/shops and other development, while at the same time reinforcing existing commercial areas. Like all shopping streets, it should be created with wide sidewalks and amenities such as trees, street lights, and on-street parking.

### Transit Station as Prominent Town Center Feature

The launch of Louisville's first Bus Rapid Transit (BRT) line is planned along Dixie Highway. TARC's Route 18 BRT will have a major station at the Shively Town Center. The station will feature a distinctive bus rapid-transit station; newly branded buses; and amenities serving the users. In addition to the BRT, there are three (3) other transit routes serving the Shively Town Center. A modern transit center at the core of Shively Town Center will assure its success as the area redevelops. A weekly farmer's market, quick-food kiosks, and pop-up style concept stores can be coordinated to serve people as they move through the station. Established cafes, diners and retail, including conventional retail as well as specialty shops, will come as the town center matures and population grows and time tables stabilize over time.



Cross section of new shopping street, compliant with existing Town Center Form District guidelines.



Signature transit station as city landmark.



Uses near transit: (1) farmers' market, (2) food / drink kiosk, (3) cafe & grill, and (4) specialty stores.





Pedestrian and bicycling amenities.



Tree-lined street with landscaping.



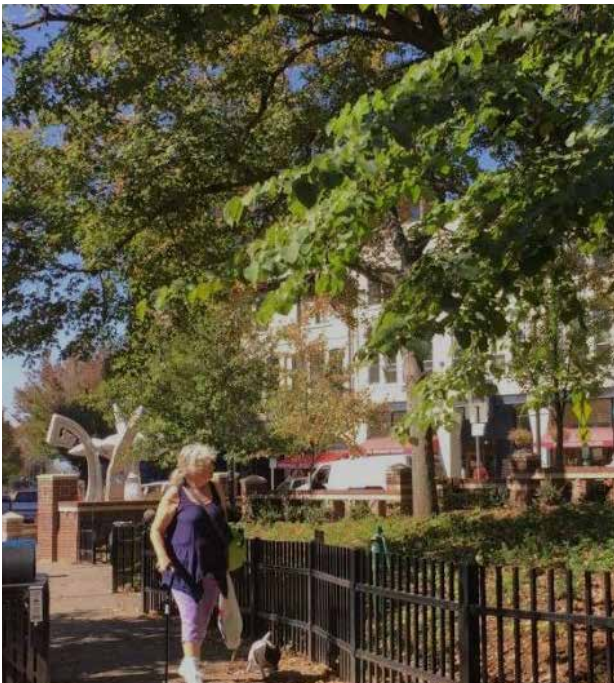
Well-defined crosswalks.



Outdoor dining patios.



Splash-style water feature and graphic paving design.



Public art in park and decorative fencing.

Complete Streets

Streets that form and support the Shively Town Center should include walk-able design with pedestrians as the highest priority. These streets should have sidewalks on both sides -- minimum 6 feet wide; street lights; trees, and; benches and trash receptacles. The pedestrian facilities should also be fully ADA accessible. Bicycle provisions should be integral to that design as well.

Transit Hub and Civic Green

This center of town can become, over time, a regional node of activity containing a mixture of uses (office, residential, retail, and civic) in the middle of the core of Shively. Perfectly situated at the community's crossroads, this triangular area can evolve from low, to medium, to high density development district as the community grows. The area provides an ideal place:

- » to collect and support transit riders;
- » to encourage pedestrian safety at well-defined crosswalks;
- » to support bicycle connectivity and a bicycle share program, and;
- » to promote specialized retail near the transit station serving commuters and locals (coffee shop, cafe, barbecue stand, dry cleaner, and convenience store, and more).



### Essential Elements

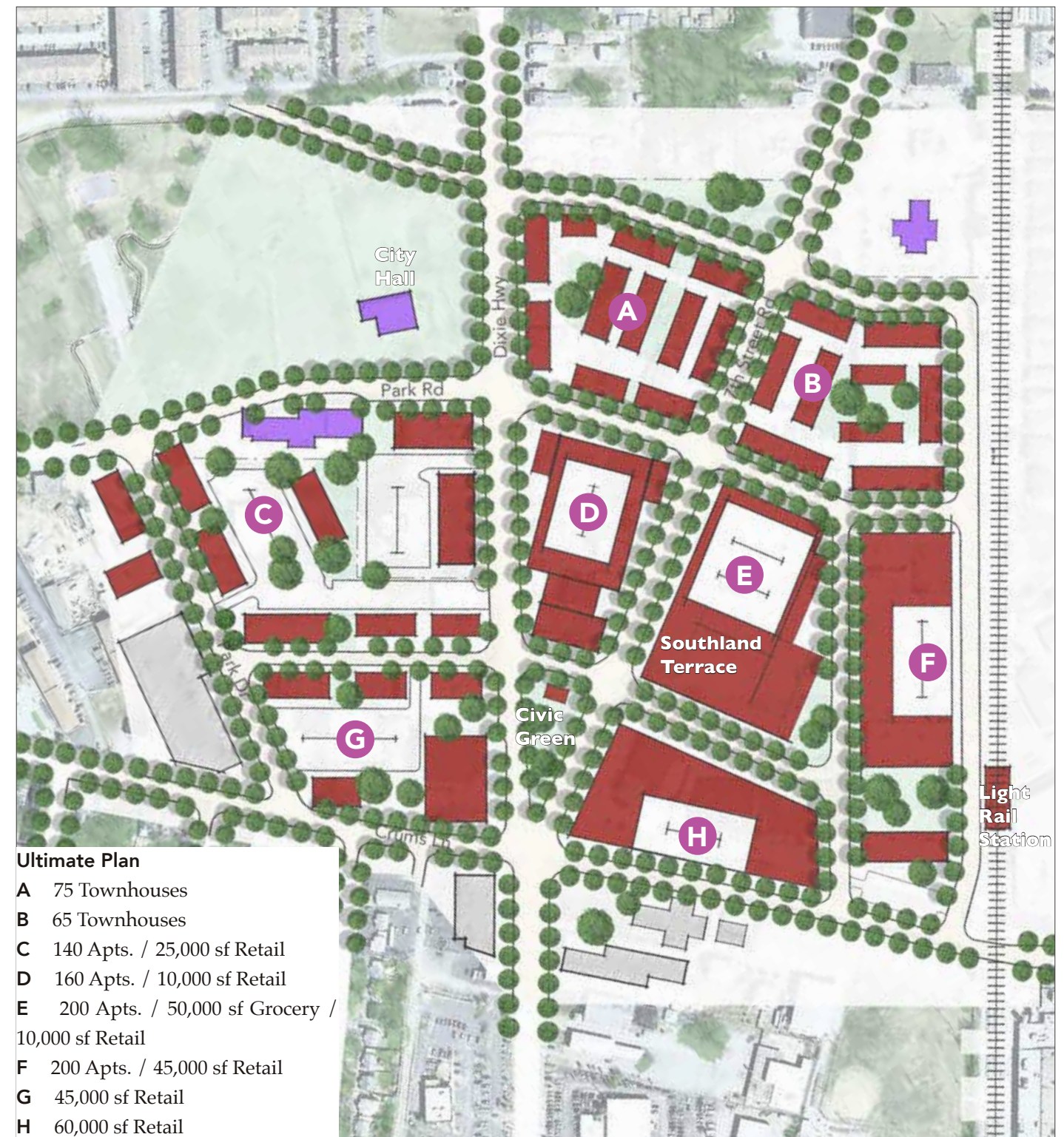
- » Redesign of the five-points intersection creates a civic green large enough for people to gather.
- » The Hub: a phased-approach to development of apartments, parking and street level retail and restaurant space.
- » In-fill apartments and liner retail shops at Southland Terrace, with a new genre of food experience as an anchor - grocery market hall plus instore dining.
- » Shively Strike & Spare is reinvented as bowling alley/brew pub and gameroom, attracting a range of ages and people from around the community.
- » The extension of Park Road as an east-west shopping street, linking Southland Terrace to Shively Strike and Spare, becomes a local “Bourbon Street” of bars and pubs.

The City of Shively has the good fortune to be centered at a major cross-roads – this five-point configuration of roadways defines a triangular area poised to be the focus for a successful redevelopment. It also provides many street frontage opportunities and allows the possibility of greater lot depth, enhancing commercial potential. The network of streets should be enhanced and better connected to provide more contiguous opportunities for walk-able shopping streets.

Walk-ability is already supported by the presence of numerous multi-family housing complexes surrounding the commercial and civic core of Shively. These are within the classic five-minute walking radius recommended by town planning experts, such as the Congress of New Urbanism. Neighborhoods of single-family homes also immediately surround the Town Center. A short walk from any of these residential areas brings users to the civic heart of Shively, which revolves around the significant Shively City Park space, containing the City Hall, Public Library, and Community Center.

The creation of the one-way circulation system as proposed in the Mobility section, while it may seem unusual, at first, appears to have historic precedent. (See photo on page 8.) This one-way pair will simplify traffic operations at the five-points intersection, slowing the traffic and making street crossing safer for pedestrians. The change also yields a space for the Civic Green that can be wider because the more efficient traffic flow allows some unnecessary travel lanes to be eliminated. This Civic Green can become the symbol of Shively’s rejuvenation and a source of pride as an actual community gathering space.

The transportation improvements proposed in the Framework Plan set the stage for the growth of the Town Center, encouraging an east-west expansion of the core area. This expansion takes advantage of real estate assets like Shively City Park and large, underdeveloped parking areas to stretch and enlarge the city center. The new street patterns open up multiple additional street frontages for development, defining distinct new city blocks while improving circulation along the Shopping Streets. The idealized rendering at right depicts a long-term build-out scenario (perhaps over 50 years) while the chart envisions the diversity and density of development possible in a thriving Shively Town Center.





A New “Bourbon Street”

Building on that idea, the new connector road from Dixie Highway to Park Drive is envisioned to become an evening restaurant and entertainment destination, anchored at the west end by a reincarnation of the bowling alley, now also a brew pub and game room. This new side street could have micro distilleries, brew pubs, restaurants and pop-up food stalls, live music, etc: A Bourbon Street in the capital of Bourbon Country. Note that this street also provides a new connection on the east to the shopping center, helping to drive traffic there and increase its customer base. This promotes a secondary circulation loop, reinforcing the east-west expansion of the commercial core. To that end, the function of Park Road becomes more important as it forms the north vector of the shopping streets system, connecting the east and west side of the core area.

Redeveloped Southland Terrace Shopping Center

Southland Terrace, as the Town Center’s major retail square footage, provides an anchor but is in need of reinvigoration. The Design Team has researched other city examples and offers the precedent shown here -- a food hall with multiple vendors that also allows in-store dining. This model, taken from Alexandria, VA, capitalizes on the growing ethnic diversity of its area to offer a wealth of grocery and dining options. The result, not unlike urban food halls in other cities (Boston’s Fanueil Hall Market, Detroit’s Eastern Market), allows multiple small business opportunities to be successful while the shared common space becomes a destination shopping experience for the community and beyond.

Where Park Road enters the Southland Terrace site, new pad sites are envisioned flanking the driveway into the center and leading down 7th Street. These new buildings should be designed to meet the existing Town Center Form District standards, and they should relate to the 7th Street Road sidewalk to provide access for retail or office users. Parking located behind the buildings would make better use of the existing lot and potentially yield some double frontage commercial space. The larger buildings could also be designed to add new second and third floor residential above the retail level at some point in the future. Over time, the Southland Terrace façade should be updated to emphasize the new entry points of the roadway system and reflect the character of the redeveloping Town Center.



(Above) Restaurants and breweries with outdoor dining areas.

(Bottom Left) The Eden Center in Alexandria, VA has conventional stores as well as interior stalls / shops to lease to multiple vendors.

(Bottom Right) The Eden Center hosts community-wide events.





## C REDEVELOPMENT PLAN



(Above) A traditional kiosk in Romare Bearden Park in Charlotte, NC. The artist envisions a kiosk that reproduces the facade of the Bank of St. Helen.

(Right) Town center green spaces with multi-purpose lawn, paths, fountains, and lighting, bordered by shopping and eating places with residential and office space above.



### Park Drive

Similar types of mixed-use buildings are recommended for the area along Park Drive. These buildings could be apartments (or townhouses) to add to the residential mix of units in the Town Center, but perhaps also have commercial space at key corner locations. The increase in residential population will help drive retail spending and make all retail better off. Plus this area, at the edge of the City Park, would enjoy park views as well as ready access to the green space. It will also contribute to a more fully balanced set of land uses and street wall development, filling the major gaps in the area's street frontage. The signature building on this street, the former Shively Strike & Spare, is a great mid-century modern design expression created by the Al Schneider Co. The unique character of this building should be played up as an attraction, reinventing the former bowling alley, but adding a brew pub and game room along with associated small retail uses. This roughly 50,000 SF structure becomes the western anchor of the core area, and it is the destination retail forming the terminus of the new "Bourbon Street".

### The Triangle / Transit Hub

This area capitalizes on its central location and assumes a phased redevelopment strategy. Initially, the area could benefit from simply having a consolidated parking strategy at a central point to serve all businesses, eliminating some of the dangerous pull-in, back-out parking that exists today. Over time, as commerce grows and property is available, new businesses should be built to the sidewalk line with a more efficient central parking lot possible in the middle of the block. In the ultimate development scheme, (featured at left) we envision a central apartment building complex with retail on key ground floor locations. As shown, it would yield 160 dwelling units on 4 levels built around a parking structure providing 240 parking spaces on 3 levels. It fronts on the Civic Green, which could be wider than today by virtue of having Dixie and 7th Street become a one-way pair at this location. We have also inserted a small pavilion into the future green space that harkens back to Shively's early days. The pavilion reproduces an image of the historic Bank of St. Helens façade, but here it is repurposed to be the local coffee shop on the green.



# IMPLEMENTATION



D



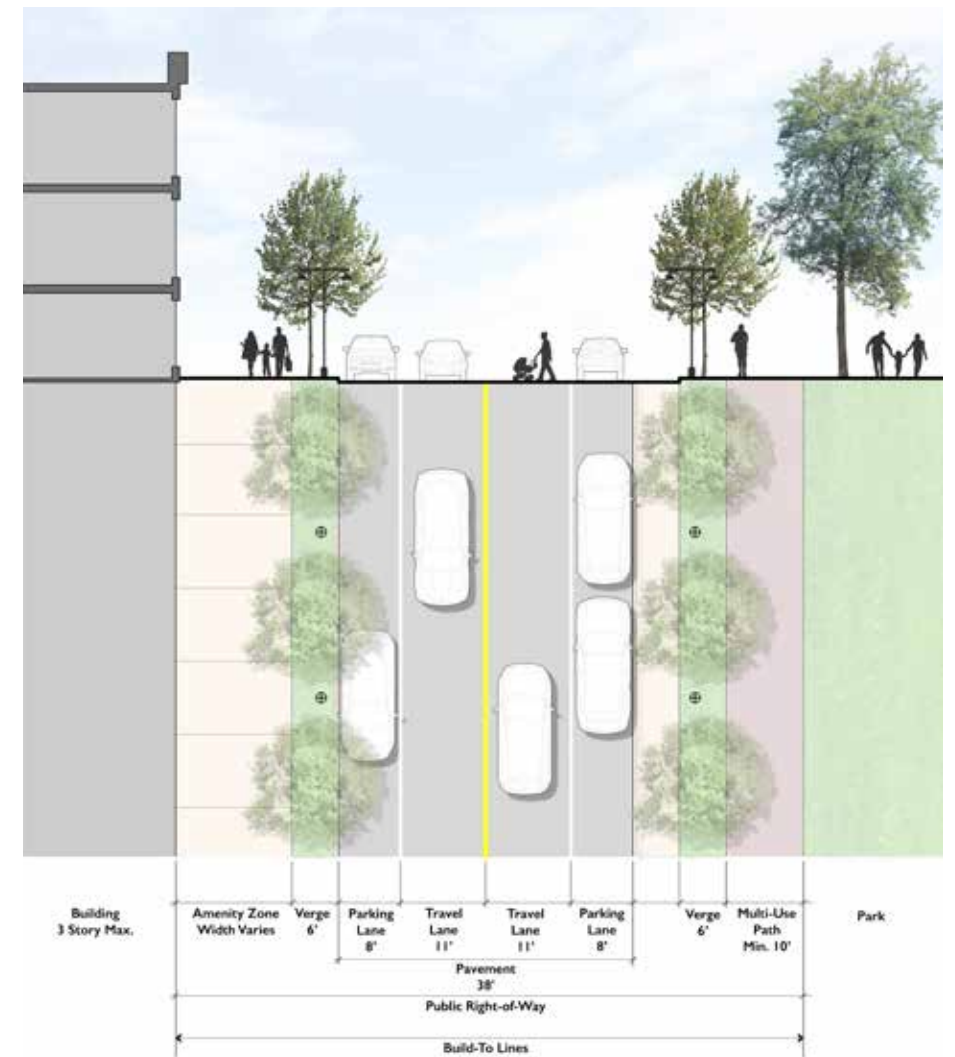
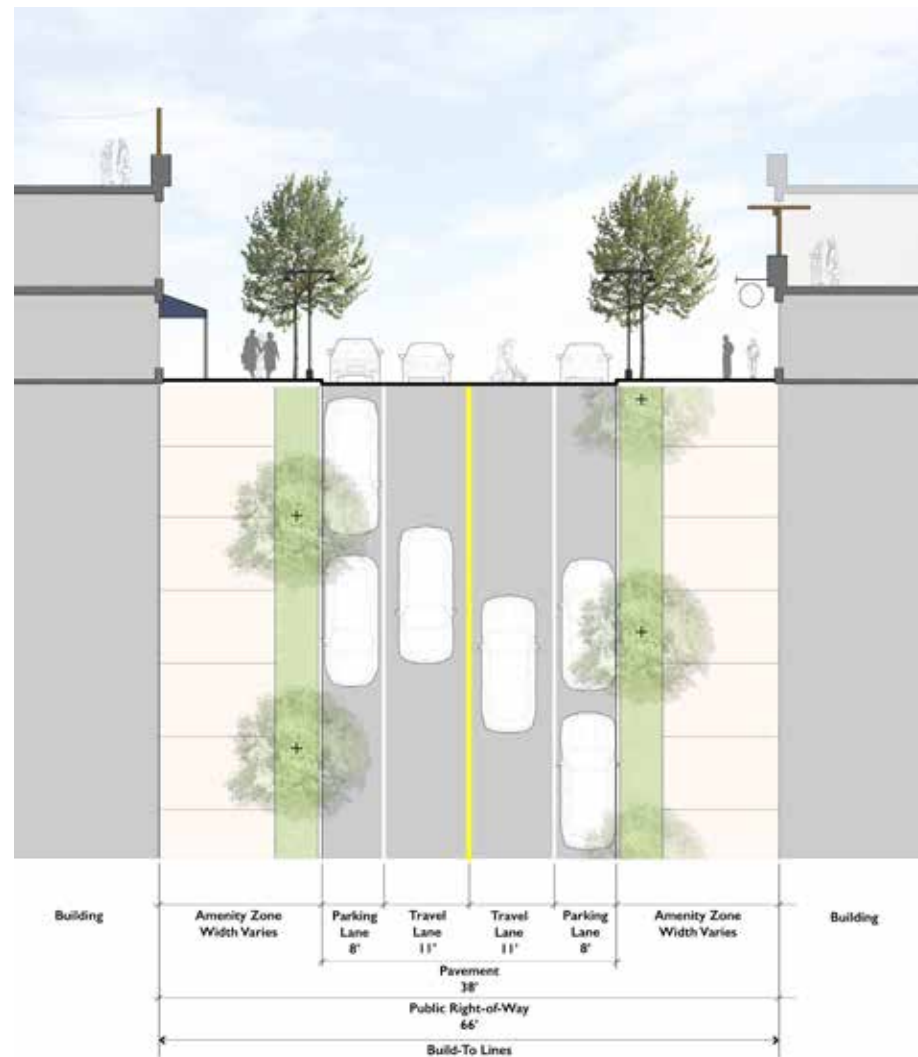
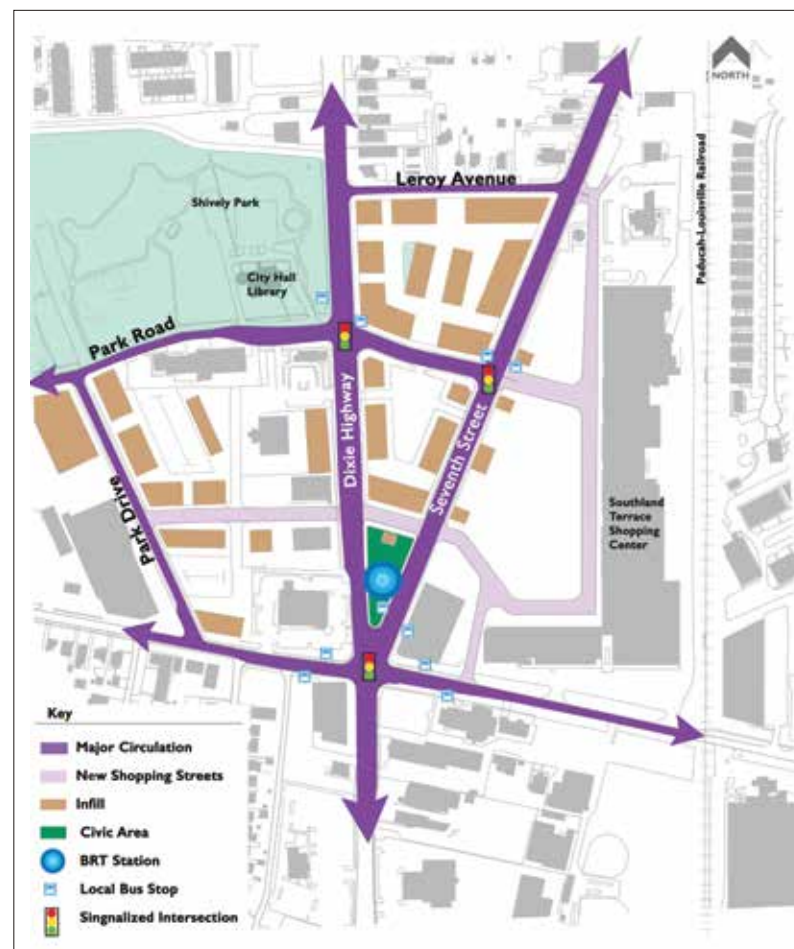
## D PUBLIC IMPROVEMENTS

### Street Connectivity

The existing, linear development pattern of Dixie Highway limits commercial opportunities. A new shopping street, an extension of Park Road, creates a loop in the form of a town center shopping street, linking Park Drive to the heart of the Town Center and Southland Terrace shopping center.

### Design Features

- » Creation of a grid of streets supports the Town Center, providing alternatives for commerce and residential growth.
- » Encouraging new and redeveloped shopping streets increases retail frontage for development.
- » Additional sidewalks improve pedestrian circulation.
- » Creation of the new Civic Green symbolizes Shively's new vision.



Tree-lined streets encourage pedestrian shopping.



New housing with views to park and access to amenities there.



Mixed-use development promotes town center character.



### Shively City Park / Mill Creek Elementary

Improve the park with sustainability initiatives and an outdoor laboratory, with active and passive recreation opportunities, for both school students and community members. Features of the park include:

- 1 Existing Shively City Hall
- 2 Existing Tennis Courts
- 3 Proposed Basketball Courts
- 4 Expanded Playground
- 5 Proposed Dog Park
- 6 Proposed Pond & Piers, Proposed
- 7 Existing Community Center
- 8 Proposed Picnic Shelter, Proposed
- 9 Baseball Fields, Existing
- 10 Proposed 0.8 Mile Loop Trail
- 11 Existing Mill Creek Elementary School
- P Parking

### Design Features

- » Stormwater retention and natural filtration systems address water quality and provide S.T.E.A.M. (science - technology - engineering - arts - mathematics) educational opportunities.
- » Native and adaptive plantings are incorporated, with educational signage to enhance learning.
- » New “natural play” area within the park for children is a space for children of all ages to engage in cooperative and self-directed play.
- » Access to a new outdoor classroom enhances school amenities.
- » Improved facilities for fitness and sport opportunities benefit residents of the renewed Park Drive and Park Road areas that overlook the park.



Boardwalk (4) access to wildlife and riparian environments.



Flexible seating with shade structure (6) as outdoor classroom.



Play area (3) with natural water, stone, and sand elements.



Natural play (3) may include structured play features.



Re-anchor the center with a new Food Hall, a grocery and dining concept store. Excessive parking takes up vast amounts of real estate and limits pedestrian connectivity. Liner buildings along 7th Street Road could provide apartments with additional retail at ground level, eventually becoming apartments surrounding parking structures, which have become an established pattern in many urban areas of the United States. Facade improvements, landscaping and new internal streets increase visibility of these offerings, while providing multiple frontages for retail growth.

#### Near Term Plan

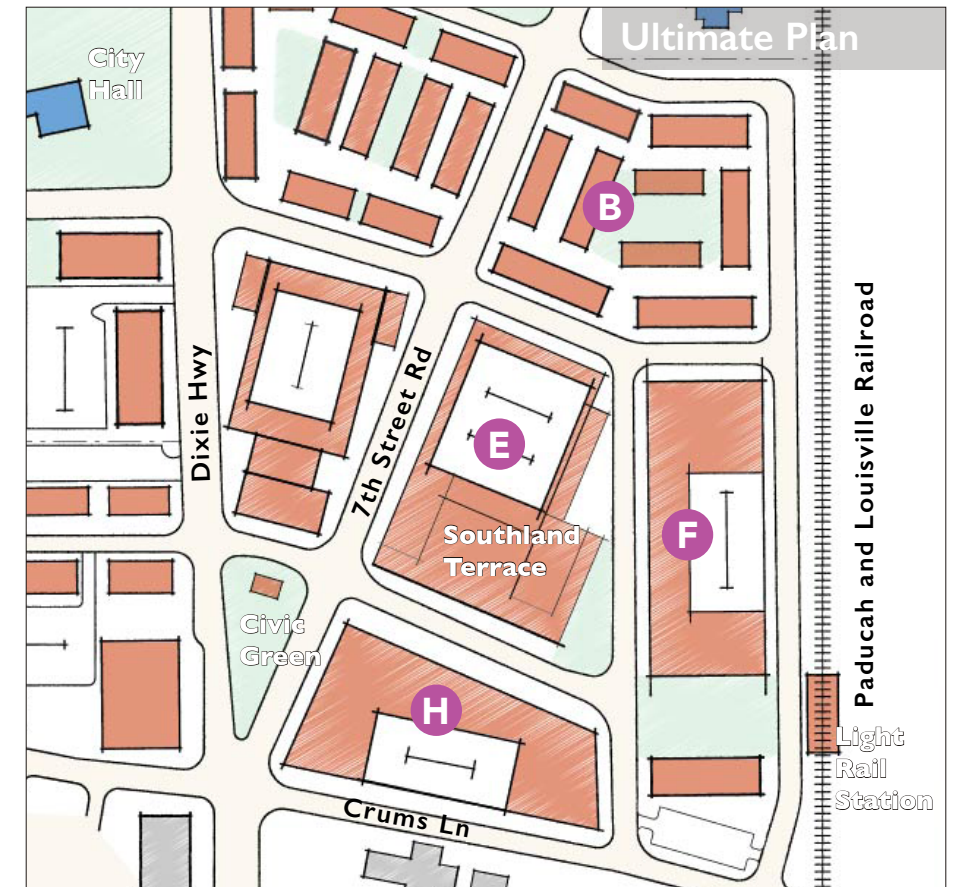
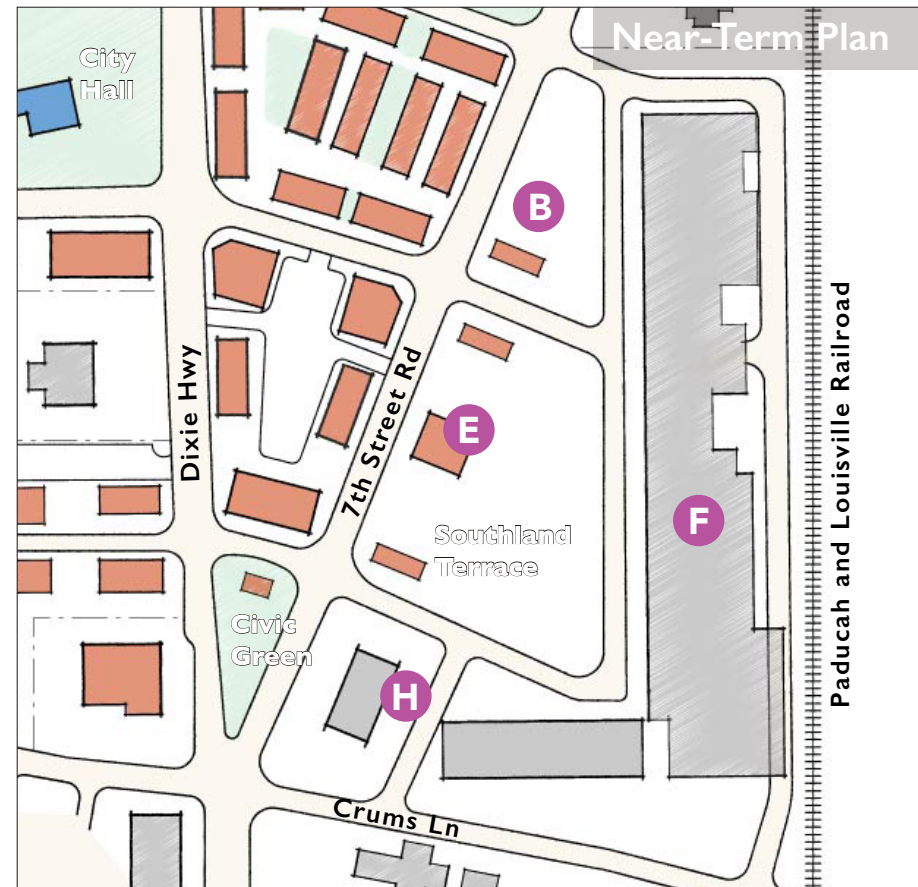
- B** 2,000 Sqft Retail Pad
- E** 15,000 Sqft Retail Pads
- F** No change
- H** No change

#### Ultimate Plan

- B** 65 Townhouses
- E** 200 Apartments / 50,000 Sqft Grocery / 10,000 Sqft Retail
- F** 200 Apartments / 45,000 Retail
- H** 60,000 Sqft Retail

#### Design Features

- » Development of outparcels along the 7th Street Road frontage would increase leasable square footage and retail diversity.
- » Phased development could begin by building commercial structures that frame the entry points to Southland Terrace.
- » Over time, those entry points become streets that define city blocks, with infill, mixed-use development around structured parking.



The Block - a dining hall and grocery food concept store.

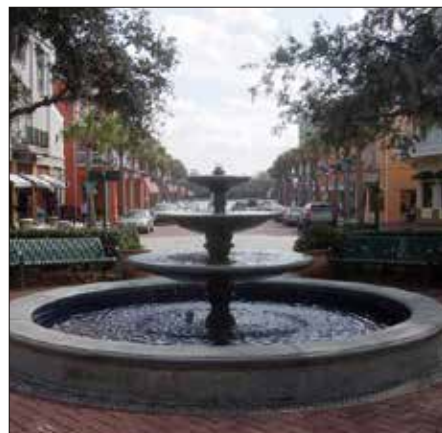


Eden Center - suburban shopping re-imagined.



New shopping streets create housing and retail opportunities.





Above - Kiosks, seating, lighting, public art, and fountains create spaces near transit.



The intersection of Dixie Highway, Seventh Street Road and Crums Lane is simplified, allowing for a phased redevelopment and a civic green at the heart of the town center. A middle density commercial development is planned, as well as an ultimate build-out of long-range growth. This future development would place a major apartment block surrounding structured parking at the center of the block with commercial and office space on the ground floor. All of this would be spearheaded by the creation of a Civic Green that becomes the definitive landmark center of the City of Shively.

## Design Features

- » The design of the street system simplifies the five point intersection.
- » The new east-west Bourbon Street provides pedestrian and vehicular connectivity, making crossing of Dixie and Seventh St. safer.
- » The Civic Green converts a small parcel into a signature opportunity for the City of Shively.
- » Bus Rapid Transit stations adjacent to the Civic Green insure it will be a thriving public space.

Right - Mixed uses and public art at the signature public space at Addison Circle, an award-winning New Urban community in Dallas.





### 'Bourbon' Street

A 'bourbon street' in the heart of bourbon country, this plan encourages small local food and beverage destinations, gathered along this new shopping street in modest buildings lining the sidewalk. Beer gardens and outdoor dining patios are incorporated also. This new street forms the southwest alternative to restaurant row on Bardstown Road.

### Design Features

- » Small-scale retail and entertainment structures should line the street, creating a one- to three- story street wall.
- » On-street parking and two way traffic support retail activity.
- » Building design should encourage al fresco dining through beer gardens, sidewalk cafes, etc.
- » Sidewalk design with street trees and benches provide pedestrian amenities.



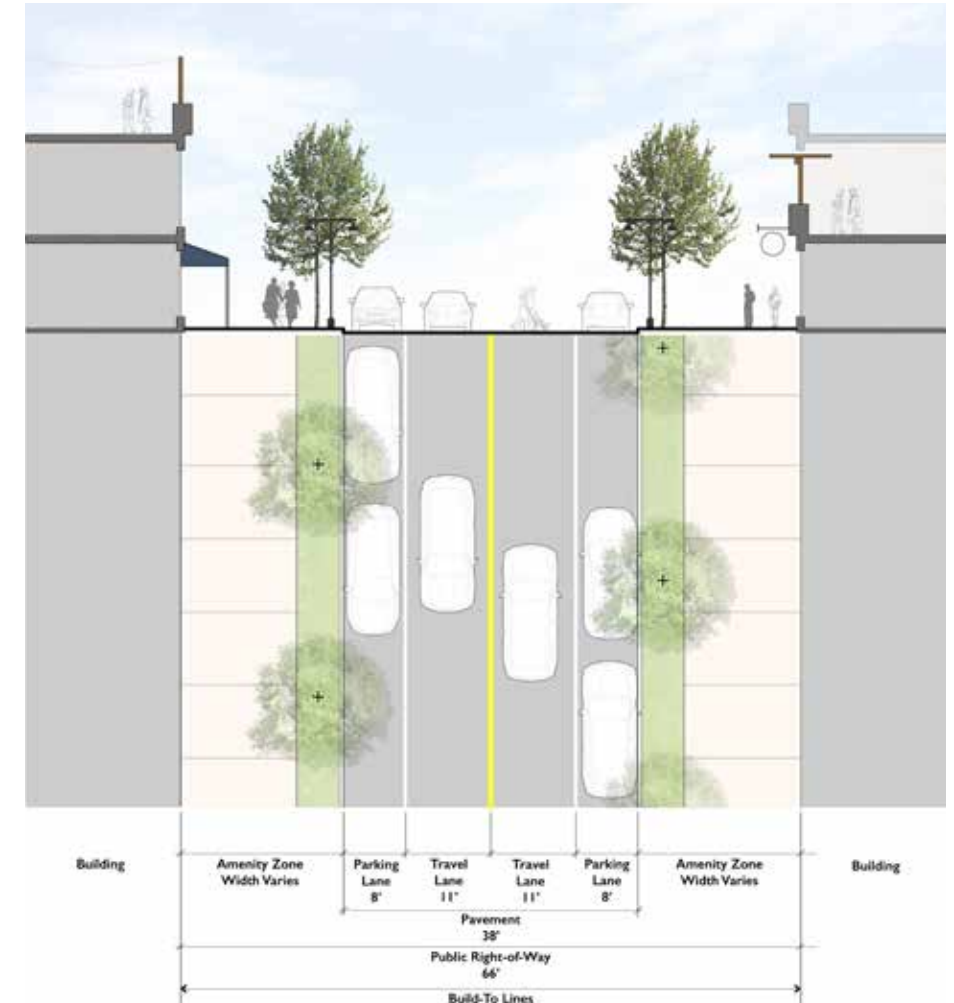
Beer gardens encourage al fresco dining encounters.



The 'Bourbon Street' - a setting for a community festival.



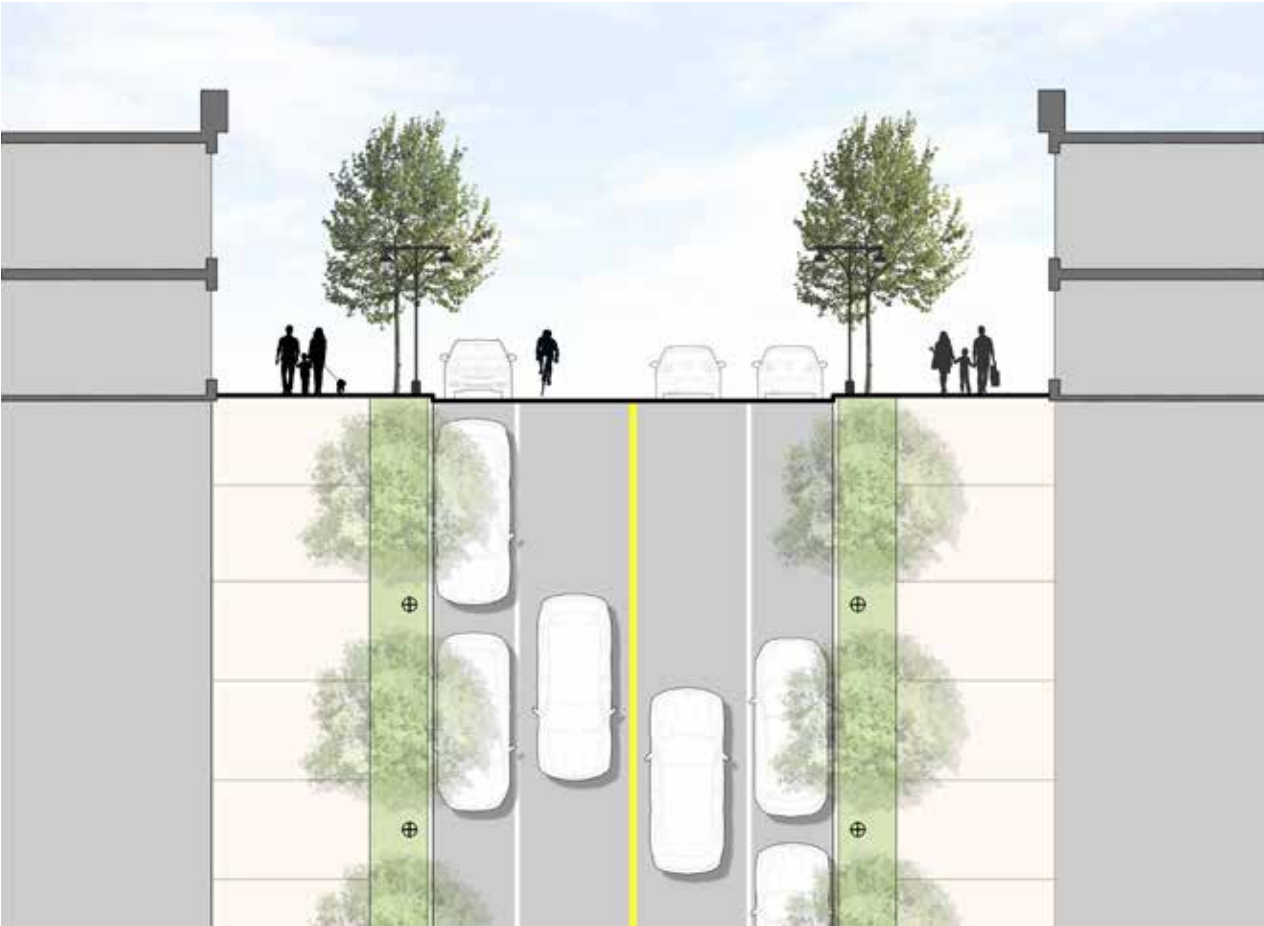
Varied architecture enhances the pedestrian experience.







(Above, Right) Mixed-use buildings and parking line the street on both sides.



Destination living and shopping experience near the Shively City Park. The streetscape is complete with onstreet parking and pedestrian amenities. As part of this and the Bourbon Street vision, Shively Strike & Spare is reinvented as a gastropub with bowling alley and gameroom. New mixed- use buildings line this street on both sides with apartments and retail opportunities.

Design Features

- » The former Shively Strike and Spare building offers the second largest opportunity, after Southland Terrace, for retail activity.
- » Redevelopment on Park Drive forms the western anchor for the Shively Town Center.
- » Two and three story residential buildings line the street, with commercial and office potential on the ground floor.
- » Residential here takes advantage of the Shively City Park for views and recreational amenities.
- » Improved connections to existing residential helps to drive the Town Center success.



### New Streets and New Amenities

The City of Shively, Louisville Metro Government, and the State of Kentucky could work cooperatively to utilize existing and proposed incentives to further the construction of the public improvements and the private reinvestment needed for implementation of the Town Center Plan over time.

#### Scoping Study

Louisville Metro or the City of Shively could prepare a scoping study to determine new road alignments, project development limits, as well as associated infrastructure improvements and the related project cost analysis. They could then jointly sponsor the project through KIPDA (Kentuckiana Regional Planning & Development Agency), so that the project could be identified in the region's Transportation Improvement Plan (TIP). The project may qualify under one or more of the categories of safety improvements; Complete Streets implementation; BRT system enhancements; economic development opportunities; and / or improved traffic operations.

As part of the scoping study, Louisville Metro or Shively should identify sources of funding that may be applicable, such as CMAQ (Congestion Mitigation and Air Quality Improvement) and STP-dedicated or SLO (Surface Transportation Program), with matching funds from local governments. Additionally, portions of the infrastructure improvements that are located on the state maintained system may be eligible for state funding via the 6-Year State Road Plan.



Louisville Metro, KIPDA, and Shively share the goal of improving connectivity.



#### Public-Private Partnerships

Louisville Metro Public Works routinely requires the dedication of new right-of-way for streets in suburban development scenarios. In order to encourage redevelopment in the Town Center, Louisville Metro may need to formulate more creative solutions to these issues. For instance, developers could be offered a tax write-off for the donation of right-of-way that supports the creation of the new internal street system articulated in the Framework Plan. The current per square foot land value would be seen as a charitable deduction for the property owner/developer. Cities must innovate and employ new financial mechanisms that support redevelopment, generating a true public-private partnership.

Infrastructure costs related to the creation of the new street system could also be treated as a public-private partnership. The costs of the streets and pedestrian amenities, such as trees, lighting, and benches, etc., could be a shared cost so that the City of Shively or Louisville Metro essentially subsidizes the creation of the public realm improvements. This would be especially effective if paired with the BID or TIF approach (described following) to incentivize redevelopment. Other infrastructure costs for drainage and utility services could be provided at a discounted rate to spur redevelopment, as has happened in other major redevelopments, such as Park DuValle. Also, the availability of Community Development Block Grant (CDBG) funding or other federal programs to subsidize redevelopment should be considered.

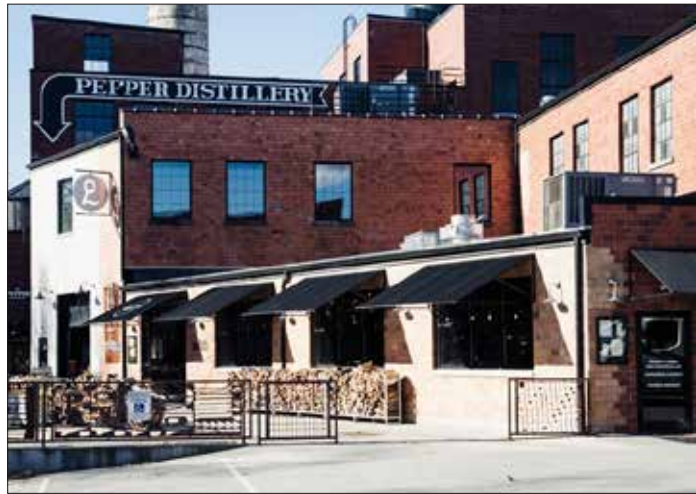


CDBG funding spurred investment in the Park DuValle community.



Norton Commons includes new public right of way and tree-lined streets throughout.





Tax Increment Financing (TIF) districts in Kentucky include mixed-use development. Two Lexington projects are featured:  
(Top) The Summit at Fritz Farm  
(Middle) Distillery District

(Left) Businesses benefit from facade improvement loans.



## Revitalization and Redevelopment

To further encourage redevelopment, existing commercial loan programs available through Louisville Metro Government could be directed to support redevelopment that follows the Town Center Plan. These financial incentives and loans include the Midi Loan; Gap Financing Loan; Small and Disadvantaged Gap Financing Loan; Go Green Loan; Facade Loan; Accessibility Loan; Commercial Renovation Loan, and; Property Tax Assessment Moratorium. Also, the City of Shively and Louisville Metro Government could consider special financing to encourage Shively Town Center Plan compliant projects.

## Special Financing Districts

A special financing district (i.e., Tax Increment Financing, TIF, or Business Improvement District, BID) could be created for the Town Center, where a portion of the property tax from new development can be used to fund projects within the district's boundaries. The special district could also draw on other public and private funding streams. A proven strategy around the United States, TIF's or BID's have been used to support both new and existing commercial development. For example the City of Chicago has 53 such districts intended to serve and support revitalized and thriving neighborhood commercial areas. They are used throughout the West Coast to enhance the vibrant neighborhood shopping areas of cities like San Francisco, Portland, and Seattle.

Depending on how the legislation is written, funding collected within the district can provide services supplemental to those already provided by the municipality, such as cleaning streets, providing security, making capital improvements, construction of pedestrian and streetscape enhancements, and marketing the area. This would be a particularly effective method to encourage the creation of the new streets, streetscape, and pedestrian spaces envisioned by the Framework Plan. It could also be an effective tool for maintenance to retain the construction quality and landscape character that is typical in contemporary, single-owner developments.





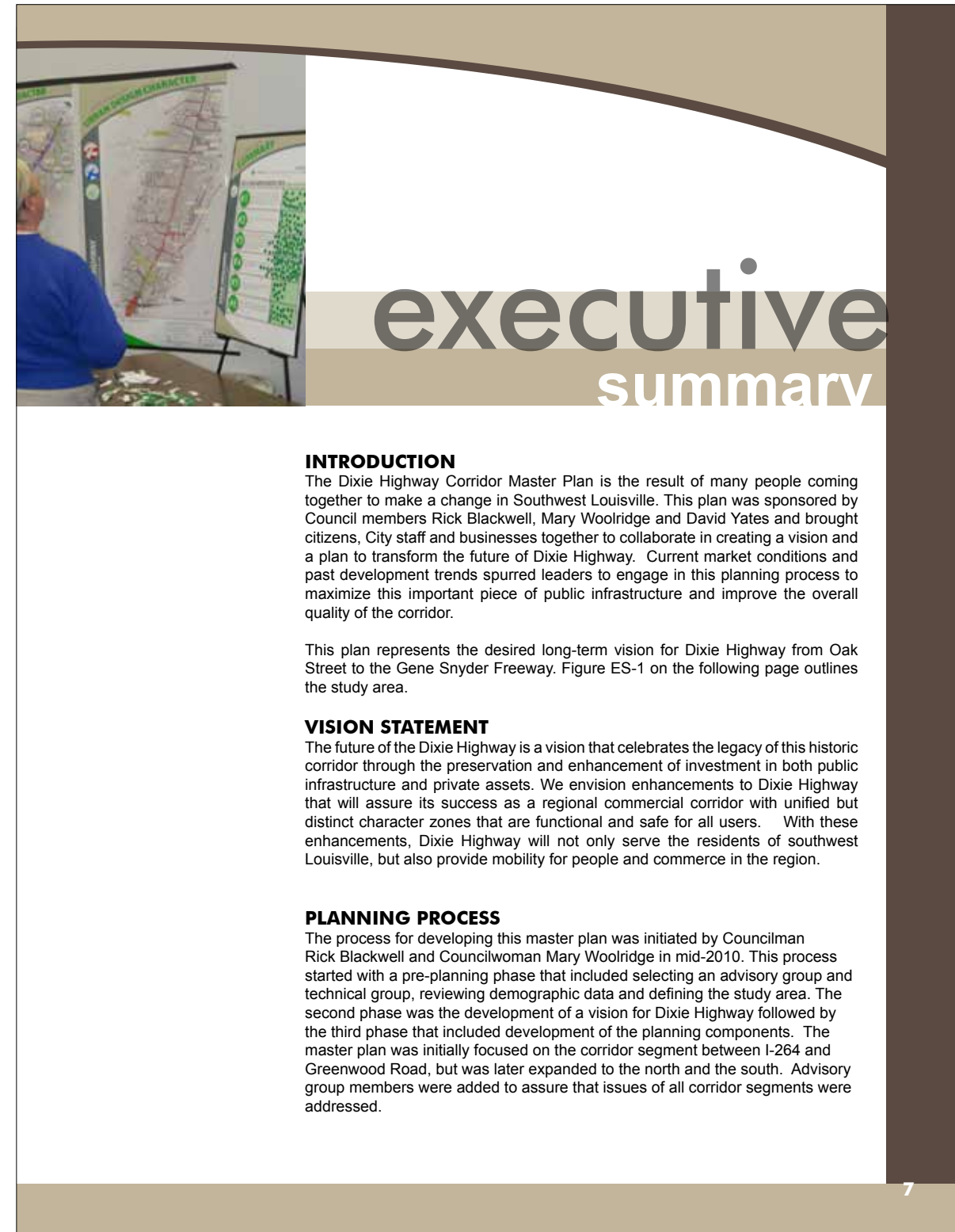
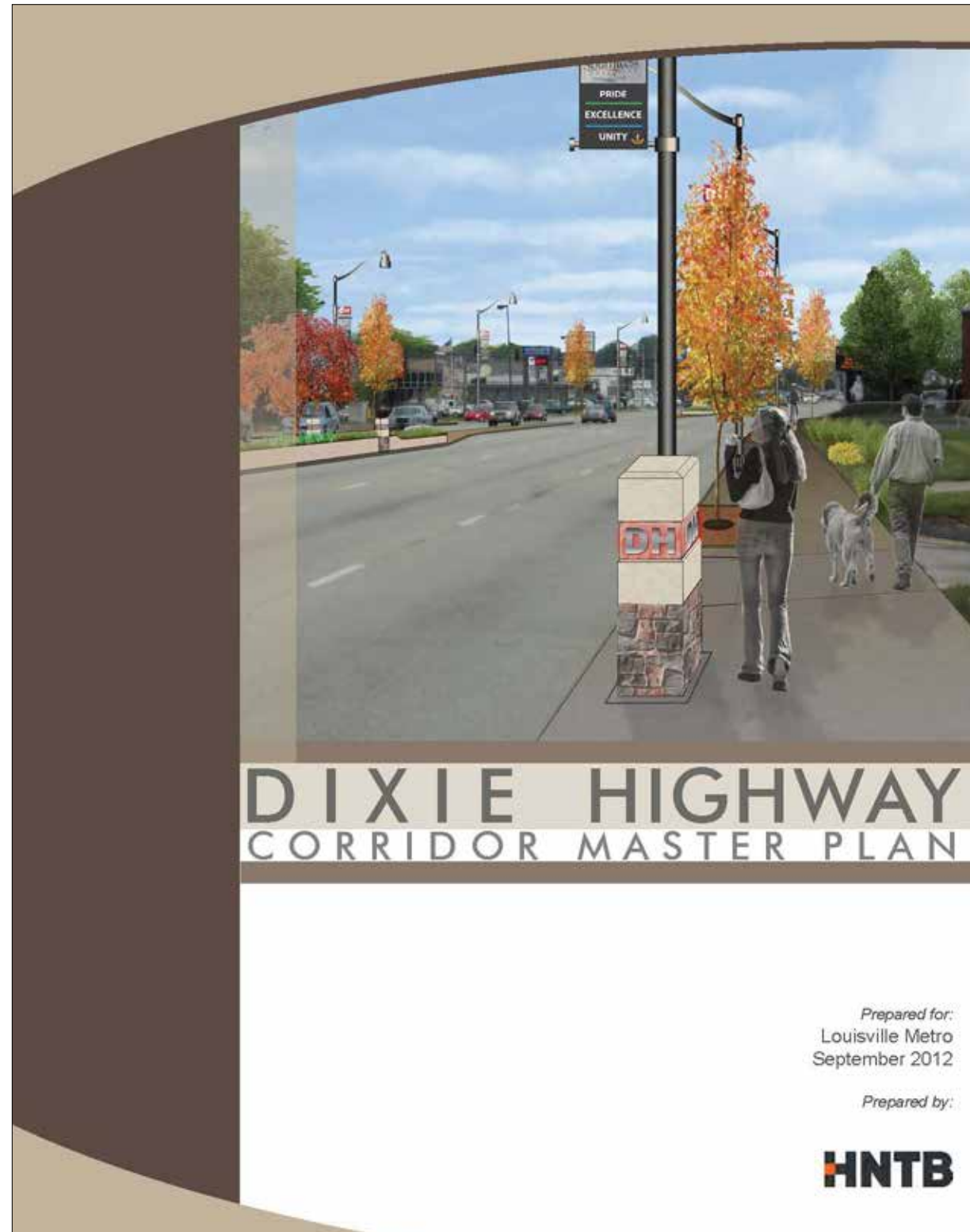


# APPENDIX



E







EXECUTIVE SUMMARY

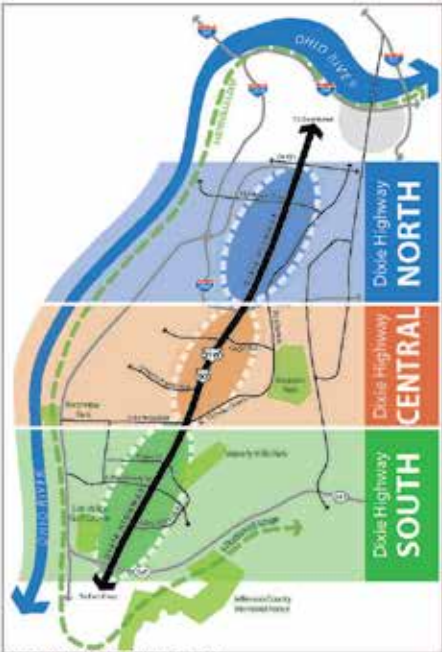


Figure ES-1: Dixie Highway Study Area.

Three specific plan components are considered within this plan. These include a land use / community form component, a mobility component and an urban design component. A complete analysis was conducted for each of these three components to identify existing conditions and opportunities to improve the corridor. Improvement recommendations were then developed and categorized, and strategies for implementing those recommendations were identified.

**SUMMARY OF AREA CONCERNS**

The overall concerns along Dixie Highway include the form of development south of I-264, maintaining the functionality of Dixie Highway as a major corridor and creating a friendly environment for all users, including pedestrians and bicyclists. Through the three plan elements of land use, transportation, and urban design, the concerns and issues voiced by residents and business owners in the study area will be addressed.

**RECOMMENDED CHANGES TO CORNERSTONE 2020 AND THE LAND DEVELOPMENT CODE**

The Dixie Highway Corridor Master Plan should be used as a guide for future land use and zoning decisions, capital improvements, and policy decisions for development within this corridor. The adoption of the Executive Summary - which includes the vision statement and recommendations with impacts on Cornerstone 2020 and the Land Development Code - will provide the needed first step for transforming Dixie Highway.

Figures ES-2 through ES-4 on the following pages depict the recommended form district changes in the study area. In addition, Table ES-1 lists the single recommendation from this plan that affects Cornerstone 2020 and the Land Development Code several other recommendations are included in the body of the report.

Table ES-1: Recommendations Impacting Cornerstone 2020 or Land Development Code

ACTION STEP: Designate New Town Center Form Districts							
Action Step Category:							
Cornerstone 2020/Land Development Code							
Description:							
<ul style="list-style-type: none"><li>In accordance with the procedures of Cornerstone 2020, define and adopt new Town Center Form Districts, as appropriate, along Dixie Highway near Valley Station Road, near Lower Hunters Trace, between Gage Avenue and I-264, and between Wilson Avenue and Oak Street</li><li>Consider information from the Dixie Highway Corridor market study and the high capacity transit study in designating Town Center locations and boundaries</li></ul>							
Responsible Party(ies):							
<ul style="list-style-type: none"><li>Louisville Metro Planning and Design</li><li>Louisville Metro Plan Commission</li><li>Louisville Metro Council</li></ul>							
Start-up:				Target Completion Timeline:			
2013-2014	<input checked="" type="checkbox"/> 2015-2017	2018-2035	Other:	6 months	<input checked="" type="checkbox"/> 1-2 years	2-5+ years	On-going

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DIXIE HIGHWAY CORRIDOR MASTER PLAN

EXECUTIVE SUMMARY



Figure ES-2: Land Use Recommendations along Dixie Highway South

**DESIRED FRAMEWORK PLAN LAND USE**

**SUBURBAN MARKETPLACE CORRIDOR**

- Linear Commercial Development
- Mix of High Intensity
- Mix of Highway Commercial, Shopping Center and Office
- Buildings Set Back from Road with Parking in Front

**TOWN CENTER**

- Mix of Moderately Intense Uses
- Identifiable Core
- All Intersection of Major Road
- Building Close to and Oriented Towards Street

**NEIGHBORHOOD**

- Compatible integration of housing and non-residential uses
- Encourages integrated activity centers instead of stand-alone shopping centers
- Encourages connectivity and alternate travel modes

**PROPOSED TOWN CENTER FORM DISTRICT (BOUNDARIES TO BE DETERMINED)**

**KEY MAP**

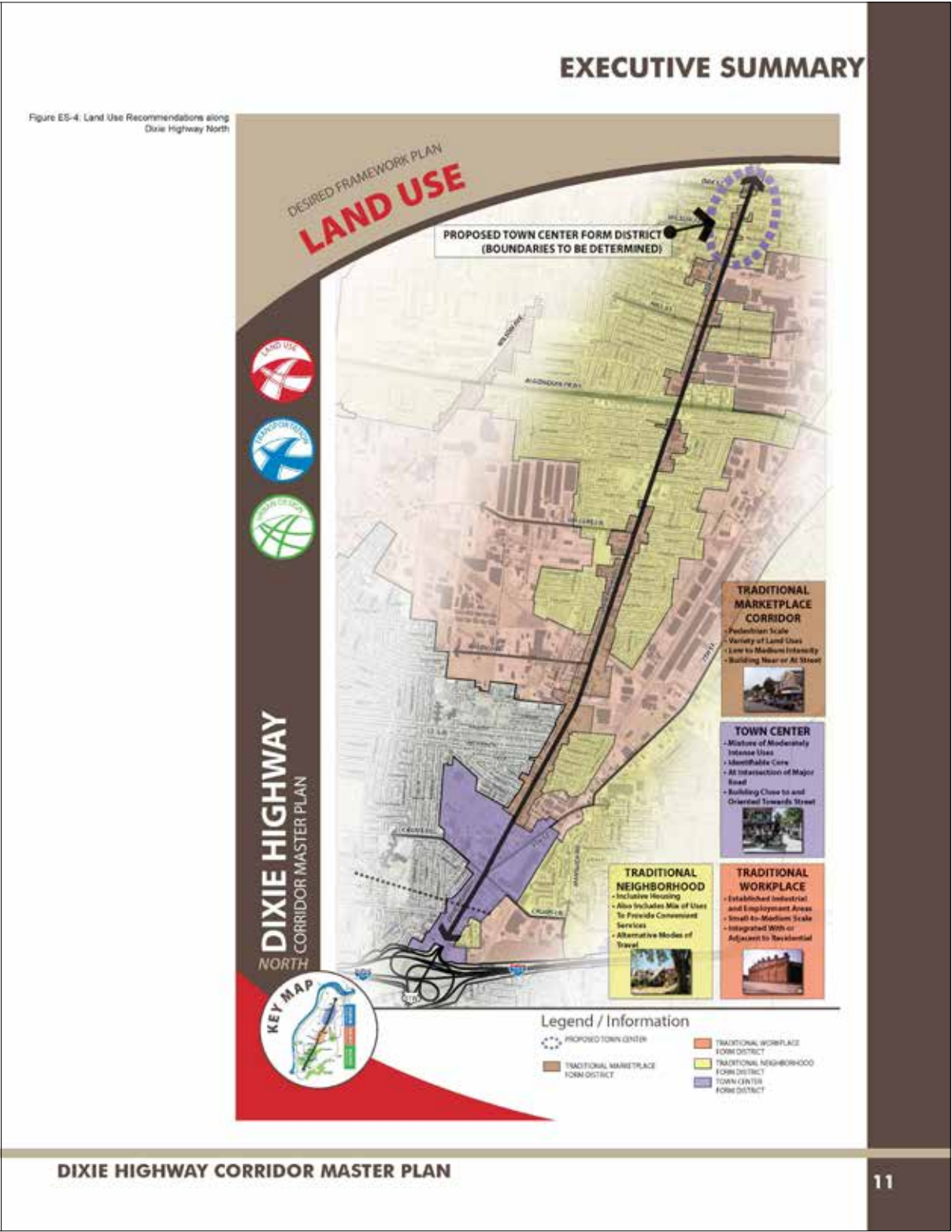
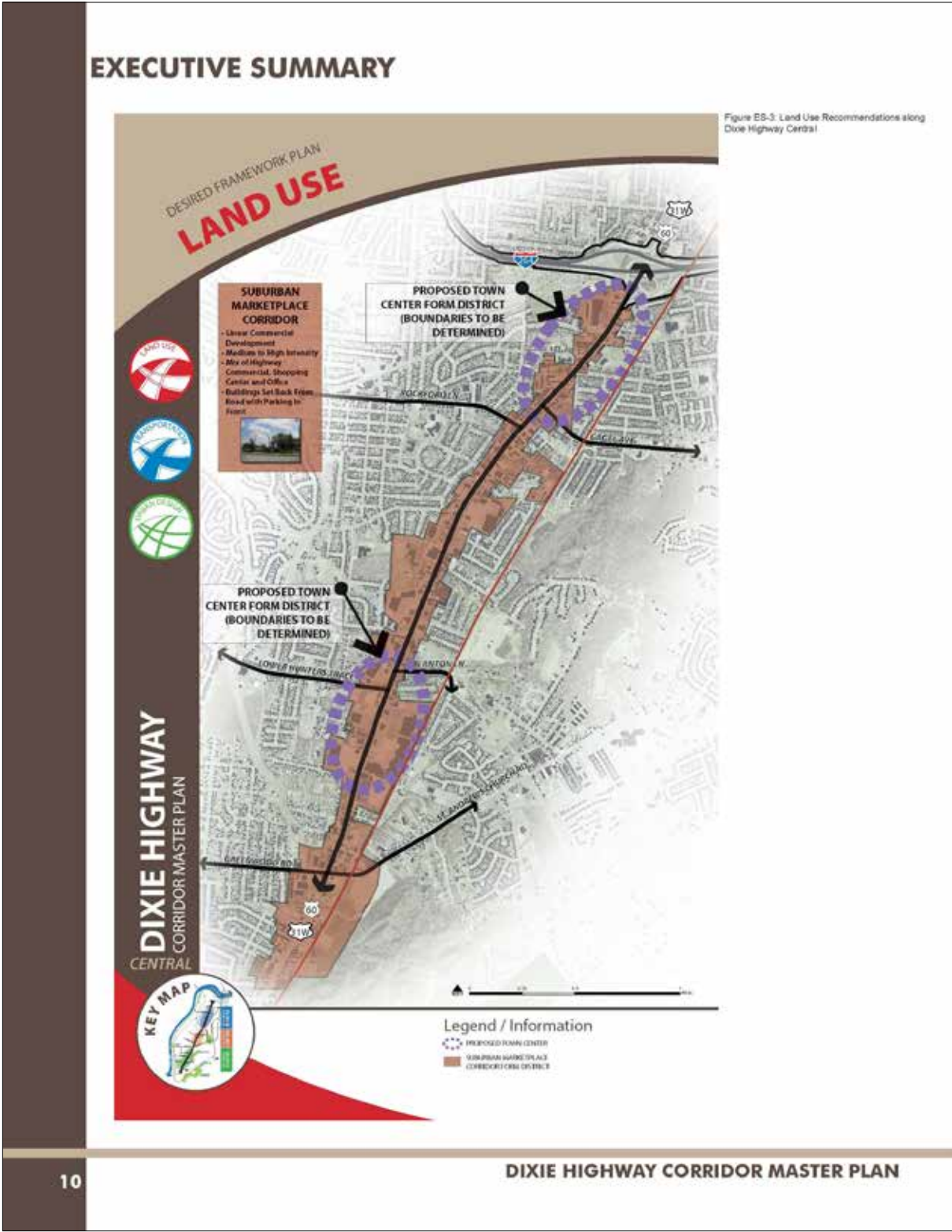
**Legend / Information**

- PROPOSED TOWN CENTER
- SUBURBAN MARKETPLACE FORM DISTRICT
- NEIGHBORHOOD FORM DISTRICT
- CAMPUS FORM DISTRICT

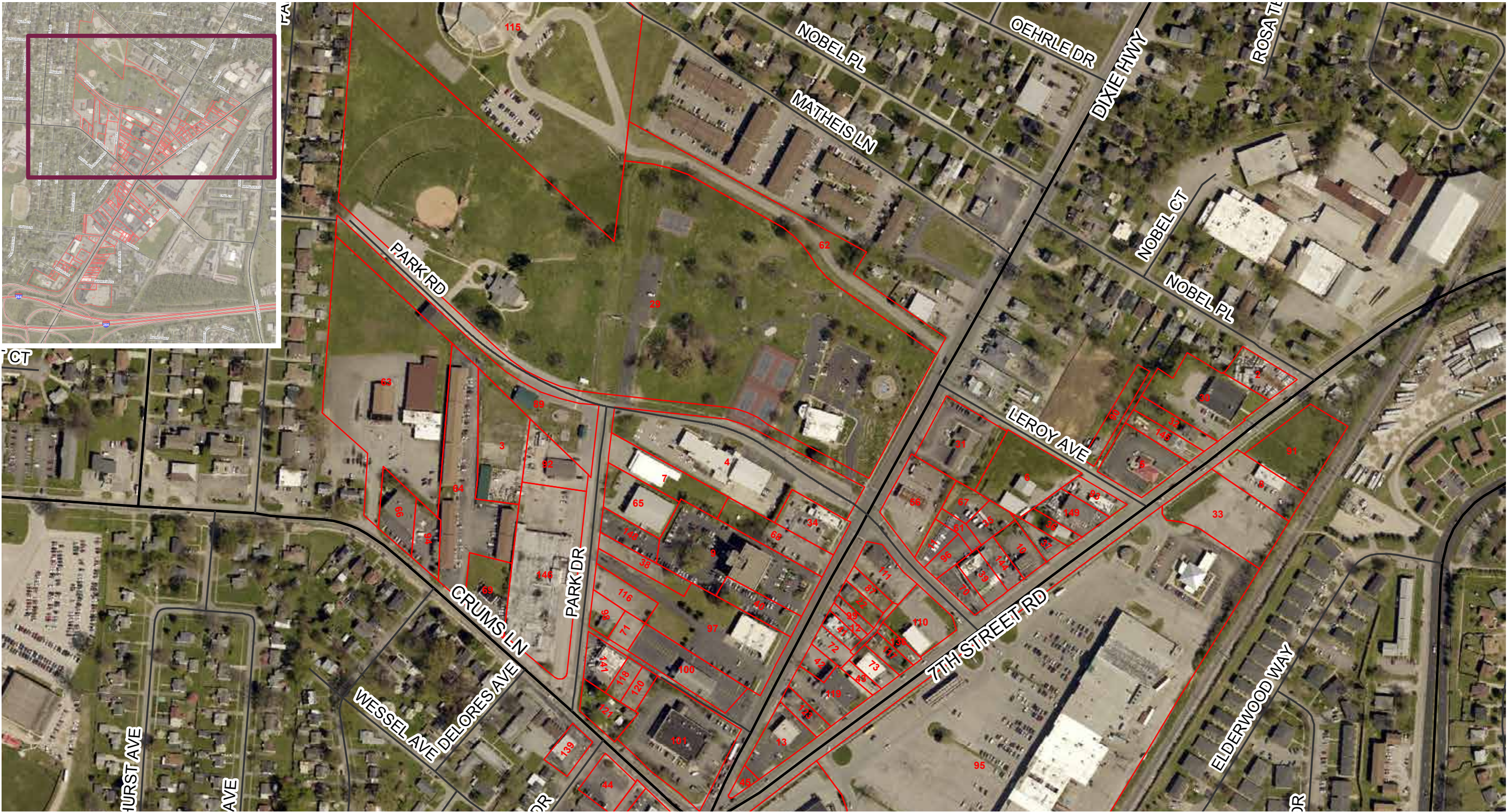
DIXIE HIGHWAY CORRIDOR MASTER PLAN

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# PROPERTY OWNERSHIP

E

ID	PARCELID	LAND_SIZE	PROP_ADDRE	CUR_LASTNA	CUR_FIRSTN	CUR_ADDRES	CUR_CITY	CUR_STATE	CUR_ZIP	CUR_PROP_C
1	112400470000	0.30030	4100 DIXIE HWY	KOOSHTARD	PROPERTY I LLC	PO BOX 347	COLUMBUS	IN	47202-0347	C
2	109500200000	0.35980	3802 7TH STREET RD	FADHIL	AHMED	3802 7TH STREET RD	LOUISVILLE	KY	40216-4102	C
3	101501550000	0.99040	3934 PARK DR	PERFORMANCE	PROPERTY MANAGEMENT LL	2400 ARNOLDTOWN WOODS RD	LOUISVILLE	KY	40214-4500	C
4	101505080000	2.54490	1800 PARK RD	CITY	OF SHIVELY	ADDRESS UNKNOWN	EXEMPT	KY	EXEMPT	E
5	109500020000	0.65900	3818 7TH STREET RD	RANDALL	FAMILY 1993 TRUST THE	1660 STUART PL	TURLOCK	CA	95382-2828	C
6	109501020000	0.91160	1720 LEROY AVE	VANCE	CYNTHIA LYNN GARDNER	1801 BALLARD MILL LN	LOUISVILLE	KY	40207-1723	C
7	101504260000	0.64310	3927 PARK DR	INTERNATIONAL	ASSOCIATION OF HEAT &	3927 PARK DR	LOUISVILLE	KY	40216-4211	C
8	090E01100000	0.51930	3811 7TH STREET RD	DSK	HOLDINGS LLC	3505 MACON CT	JEFFERSONVILLE	IN	47130-7274	C
9	101504890000	1.68970	3934 DIXIE HWY	PROFESSIONAL	CENTER LLC	7505 NEW LA GRANGE RD ST	LOUISVILLE	KY	40222-6800	C
10	109500690000	0.27570	3912 7TH STREET RD	VALVOLINE	LLC	PO BOX 55630	LEXINGTON	KY	40555-5630	C
11	109500750000									
12	109500860000	0.07310	DIXIE HWY	MALK	LIMITED BRAZOS TAX GRO	930 W 1ST ST STE 303	FORT WORTH	TX	76102-2728	C
13	109500930000	0.47810	3955 DIXIE HWY	J	RAI LLC	PO BOX 23366	LOUISVILLE	KY	40223-0366	C
14	101504390000	0.03280	DIXIE HWY	KUPPER	FAMILY LTD PARTNERSHIP	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
15	101500600000	0.07950	4030 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
16	101500640000	0.04730	4030 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
17	101500780000	3.06780	4027 DIXIE HWY	BYERLY	FORD NISSAN INC	4041 DIXIE HWY	LOUISVILLE	KY	40216-3807	C
18	101501710000	0.96770	4019 DIXIE HWY	KOPPEL	WILLIAM DAYRL	6414 MANSLICK RD	LOUISVILLE	KY	40214-1145	I
19	101504880000	0.17150	ADDRESS UNKNOWN	CITY	OF SHIVELY	ADDRESS UNKNOWN	EXEMPT	KY	EXEMPT	E
20	101501510000	0.37350	DIXIE HWY	HAMPTON	RONALD	3712 ALAMETER DR	LOUISVILLE	KY	40258-3845	C
21	101505100000	0.34160	4131 DIXIE HWY	KUPCO	LLC	10501 FOREST GARDEN LN	LOUISVILLE	KY	40223-6165	C
22	109500840000	0.15470	3931 DIXIE HWY	POOLES	CITY PROPERTIES LLC	217 W SAINT CATHERINE ST	LOUISVILLE	KY	40203-2827	C
23	101504960000	0.23290	4225 HILLVIEW AVE	BENNETT	GARY & PAMELA	4225 HILLVIEW AVE	LOUISVILLE	KY	40216-3817	C
24	112400160000	0.07220	1820 GARRS LN	AUTO	RADIATOR CO	1820 GARRS LN	LOUISVILLE	KY	40216-3814	C
25	112400490000	0.07130	1820 GARRS LN	AUTO	RADIATOR CO	1820 GARRS LN	LOUISVILLE	KY	40216-3814	C
26	101501140000	0.23890	4229 HILLVIEW AVE	RD	BOARD INC	3200 S CRUMS LN	LOUISVILLE	KY	40216-3424	C
27	101500770011	0.45940	4101 DIXIE HWY	DANDY	HOLDINGS LLC	4041 DIXIE HWY	LOUISVILLE	KY	40216-3807	C
28	112400520000	0.54550	4211 HILLVIEW AVE	SHIVELY	MASONIC LODGE	4221 HILLVIEW AVE	LOUISVILLE	KY	40216-3817	C
29	101505060000	21.30070	1901 PARK RD	CITY	OF SHIVELY	ADDRESS UNKNOWN	EXEMPT	KY	EXEMPT	E
30	109501110000	1.04890	3808 7TH STREET RD	REALTYNET	ADVISORS INC	PO BOX 503410	INDIANAPOLIS	IN	46250-8410	C
31	109500620000	0.89330	3901 DIXIE HWY	FIFTH	THIRD BANK OF	38 FOUNTAIN SQUARE PLZ	CINCINNATI	OH	45202-3102	C
32	109500540000	0.25420	3810 7TH STREET RD	26TH	STREET RENTAL CORP	2600 W MARKET ST	LOUISVILLE	KY	40212-1843	R
33	090E00010000	1.14840	3815 7TH STREET RD	SOUTHLAND	TERRACE SHOPPING CTR L	49 W 37TH ST FL 9	NEW YORK	NY	10018-6257	C
34	101501280000	0.46940	3930 DIXIE HWY	BUNDY	MARCIA KEENAN & KEENAN	1866 CLAYTON RD STE 207	CONCORD	CA	94520-2505	C
35	109500740000									
36	109500660000	0.16530	3906 7TH STREET RD	ERENTHAL	MARY SNYDER & MILLER V	2300 BLANKENBAKER RD	LOUISVILLE	KY	40299-3812	R
37	109501080000	0.15400	3908 7TH STREET RD	AWAD	KHALID	2805 ENGLEWOOD AVE	LOUISVILLE	KY	40220-1130	C
38	101503000000	0.29670	3945 PARK DR	INFILL	DEVELOPMENT PARTNERS L	PO BOX 90717	NASHVILLE	TN	37209-0717	C
39	109500710000	1.53890	3922 7TH STREET RD	BROADSTONE	KKD PORTFOLIO LLC	370 KNOLLWOOD ST	WINSTON SALEM	NC	27103-1835	C
40	101502180000	0.35800	3938 DIXIE HWY	PROFESSIONAL	CENTER LLC	7505 NEW LA GRANGE RD ST	LOUISVILLE	KY	40222-6800	C
41	109500870000	0.12170	3937 DIXIE HWY	MALK	LIMITED BRAZOS TAX GRO	8311 SHELBYVILLE RD	LOUISVILLE	KY	40222-5544	C
42	109500890000	0.13800	3935 DIXIE HWY	MALK	LIMITED BRAZOS TAX GRO	930 W 1ST ST STE 303	FORT WORTH	TX	76102-2728	C
43	109501000000	0.08870	3940 7TH STREET RD	NGUYEN	THAM THI	3940 7TH STREET RD	LOUISVILLE	KY	40216-4189	C
44	011000010050	0.33390	4005 VALLEY VIEW DR	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
45	109500940000	0.07700	3959 DIXIE HWY	J	RAI LLC	PO BOX 23366	LOUISVILLE	KY	40223-0366	C



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PROPERTY OWNERSHIP

ID	PARCELID	LAND_SIZE	PROP_ADDRE	CUR_LASTNA	CUR_FIRSTN	CUR_ADDRES	CUR_CITY	CUR_STATE	CUR_ZIP	CUR_PROP_C
46	101500710000	0.22320	4012 R DIXIE HWY	KUPPER	FAMILY LTD PARTNERSHIP	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
47	101500700000	0.19930	4014 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
48	101500610000	0.07170	4030 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
49	101501590000	1.10500	4040 DIXIE HWY	PRYORITY	PROPERTIES LLC	605 WOODLAKE DR	LOUISVILLE	KY	40245-5122	C
50	101500860001	0.78730	4041 DIXIE HWY	BYERLY	FORD INC	4041 DIXIE HWY	LOUISVILLE	KY	40216-3807	C
51	101500850003	0.22990	4041 DIXIE HWY	BYERLY	MOTORS INC	4041 DIXIE HWY	LOUISVILLE	KY	40216-3807	C
52	101501720000	0.17250	4041 DIXIE HWY	BYERLY	FORD INC	4041 DIXIE HWY	LOUISVILLE	KY	40216-3807	C
53	101500970000	0.21710	4041 DIXIE HWY	BYERLY	FORD INC	4041 DIXIE HWY	LOUISVILLE	KY	40216-3807	C
54	101504915529	0.77150	4107 DIXIE HWY	SHIVELY	CEMETERY	ADDRESS UNKNOWN	EXEMPT	KY	EXEMPT	E
55	101501740002	0.22100	4127 DIXIE HWY	A	BRIDES DREAM LLC	4127 DIXIE HWY	LOUISVILLE	KY	40216-3811	C
56	109500770000	0.75690	3909 DIXIE HWY	SPEEDWAY	LLC	539 S MAIN ST	FINDLAY	OH	45840-3229	C
57	101505120000	0.12360	4121 DIXIE HWY	HAMPTON	RONALD	3712 ALAMETER DR	LOUISVILLE	KY	40258-3845	C
58	112400600000	2.46710	4110 DIXIE HWY	KAPL	KY LV LLC	1505 NE VILLAGE ST	FAIRVIEW	OR	97024-3825	C
59	101501020000	0.14980	1814 NEVILLE DR	CLEARVIEW	PROPERTIES LLC	6815 CENTRAL AVE UNIT 90	CRESTWOOD	KY	40014-7943	R
60	112400110000	0.70200	DIXIE HWY	KAPL	KY LV LLC	1505 NE VILLAGE ST	FAIRVIEW	OR	97024-3825	C
61	109501160000									
62	101504840000	1.64480	DIXIE HWY	JEFFERSON	COUNTY SCHOOL DISTRICT	3332 NEWBURG RD	LOUISVILLE	KY	40218-2414	E
63	101501150000	4.28680	2107 CRUMS LN	DIXIE	POST NO 220 AMERICAN L	2107 CRUMS LN	LOUISVILLE	KY	40216-4231	C
64	101501530000	1.89460	2009 CRUMS LN	CRUMS	LANE PARTNERS LTD	1244 S 4TH ST	LOUISVILLE	KY	40203-3051	C
65	101505040000	0.57090	3931 PARK DR	FLANDERS	INVESTMENTS LLC	4006 DIXIE HWY	LOUISVILLE	KY	40216-3808	C
66	101501870000	0.40110	2105 CRUMS LN	SEVEN	COUNTIES SERVICES INC	10101 LINN STATION RD ST	LOUISVILLE	KY	40223-3818	E
67	109500760000									
68	101502170000	0.55010	3932 DIXIE HWY	BUNDY	MARCIA KEENAN & KEENAN	1866 CLAYTON RD STE 207	CONCORD	CA	94520-2505	C
69	101504400000	0.51860	2005 CRUMS LN	ALZOHAIRI	SAFAA	2900 S 4TH ST	LOUISVILLE	KY	40208-1304	C
70	109500720000									
71	101504250000	0.14510	3951 PARK DR	INFILL	DEVELOPMENT PARTNERS L	PO BOX 90717	NASHVILLE	TN	37209-0717	C
72	109500880000	0.15510	3943 DIXIE HWY	MALK	LIMITED BRAZOS TAX GRO	930 W 1ST ST STE 303	FORT WORTH	TX	76102-2728	C
73	109500990000	0.18970	3938 7TH STREET RD	BODNER	WINIFRED & LOUIS	308 E MARKET ST	NEW ALBANY	IN	47150-3414	C
74	090E01420000	1.30320	3997 7TH STREET RD	SOUTHLAND	TERRACE SHOPPING CTR L	49 W 37TH ST FL 9	NEW YORK	NY	10018-6257	C
75	101500630000	0.16960	CRUMS LN	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
76	101500670000	0.07470	4030 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
77	101500810000	0.70470	4017 DIXIE HWY	ROMAN	CATHOLIC BISHOP OF LOU	212 E COLLEGE ST	LOUISVILLE	KY	40203-2334	E
78	101500650000	0.02590	4030 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
79	101500120000	0.53590	4038 DIXIE HWY	KM	MYONG C & SOON JA	9718 WHITE BLOSSOM BLVD	LOUISVILLE	KY	40241-4179	C
80	101501410000	1.56380	4048 DIXIE HWY	ROSEN	LAWRENCE R	7008 GREEN SPRING DR	LOUISVILLE	KY	40241-1053	C
81	101501000004	0.46560	4041 DIXIE HWY	BYERLY	MOTORS INC	4041 DIXIE HWY	LOUISVILLE	KY	40216-3807	C
82	101501010000	0.11550	4041 DIXIE HWY	BYERLY	FORD INC	4041 DIXIE HWY	LOUISVILLE	KY	40216-3807	C
83	101500760000	0.31850	4105 DIXIE HWY	STEIER	PROPERTIES LLC	14827 LANDMARK DR	LOUISVILLE	KY	40245-6524	C
84	101500750015	0.23120	4115 DIXIE HWY	LDH	PROPERTIES LLC	4115 DIXIE HWY	LOUISVILLE	KY	40216-3811	C
85	101500740016	0.23270	4117 DIXIE HWY	HAMPTON	RONALD	3712 ALAMETER DR	LOUISVILLE	KY	40258-3845	C
86	101501730001	0.22510	4125 DIXIE HWY	DEFLER	DARRELL	4125 DIXIE HWY	LOUISVILLE	KY	40216-3811	C
87	109500830000	0.15090	3929 DIXIE HWY	POOLES	CITY PROPERTIES LLC	217 W SAINT CATHERINE ST	LOUISVILLE	KY	40203-2827	C
88	101504900000	3.22930	1800 NEVILLE DR	CARPUS	HOLDING GROUP LLC	90 HOWARD DR	SHELBYVILLE	KY	40065-8138	E
89	101505070000	1.43620	3930 PARK DR	CITY	OF SHIVELY	ADDRESS UNKNOWN	EXEMPT	KY	EXEMPT	E
90	109500420012	0.28870	1715 LEROY AVE	PHELPS	KENNETH	1715 LEROY AVE	LOUISVILLE	KY	40216-4107	R



ID	PARCELID	LAND_SIZE	PROP_ADDRE	CUR_LASTNA	CUR_FIRSTN	CUR_ADDRES	CUR_CITY	CUR_STATE	CUR_ZIP	CUR_PROP_C
91	065G00530036	0.86930	3805 7TH STREET RD	APEX	RESTAURANTS LLC	305 TOWNEPARK CIR	LOUISVILLE	KY	40243-2329	C
92	101505030000	0.49260	3932 PARK DR	YADEN	PROPERTIES LLC	3422 JANELL RD	LOUISVILLE	KY	40216-4751	C
93	109500010000	0.20790	3900 7TH STREET RD	CENTRAL	MISSOURI PIZZA INC	201 CHESTERFIELD BUSINES	CHESTERFIELD	MO	63005-1241	C
94	101501050000	0.30370	2105 CRUMS LN	SEVEN	COUNTIES SERVICES INC	10101 LINN STATION RD ST	LOUISVILLE	KY	40223-3818	E
95	090E01430000	20.69950	3923 7TH STREET RD	SOUTHLAND	TERRACE SHOPPING CTR L	49 W 37TH ST FL 9	NEW YORK	NY	10018-6257	C
96	109500730000									
97	101503010000	1.73810	3940 DIXIE HWY	AUTOZONE	INC DEPT 8700	PO BOX 2198	MEMPHIS	TN	38101-2198	C
98	101503820000	0.18810	3949 PARK DR	MCNABB	LLC	3949 PARK DR	LOUISVILLE	KY	40216-4211	C
99	109500850000	0.07910	3933 DIXIE HWY	MALK	LIMITED BRAZOS TAX GRO	930 W 1ST ST STE 303	FORT WORTH	TX	76102-2728	C
100	101500100000	0.73650	3950 DIXIE HWY	TIME	TO BE FREE LLC	6414 MANSLICK RD	LOUISVILLE	KY	40214-1145	C
101	101500090000	1.62100	3980 DIXIE HWY	WALGREEN	CO	PO BOX 1159	DEERFIELD	IL	60015-6002	C
102	101500350000	0.49360	4000 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
103	101500840000	1.92860	4005 DIXIE HWY	ROMAN	CATHOLIC BISHOP OF LOU	PO BOX 1073	LOUISVILLE	KY	40201-1073	E
104	101500620000	0.49040	4030 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
105	101500820000	0.41760	4013 DIXIE HWY	ROMAN	CATHOLIC BISHOP OF LOU	PO BOX 1073	LOUISVILLE	KY	40201-1073	E
106	101500790000	0.00250	4030 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
107	101500980009	0.21040	1613 GARRS LN	BYERLY	FORD INC	4041 DIXIE HWY	LOUISVILLE	KY	40216-3807	C
108	101500720000	0.18410	4123 DIXIE HWY	WILSON	RUSS V SR & RUTH	1109 SPORTSMAN DR	JEFFERSONVILLE	IN	47130-6029	C
109	101500260000	0.50960	4201 DIXIE HWY	GOSPEL	ASSEMBLY CHURCH	4201 DIXIE HWY	LOUISVILLE	KY	40216-3801	E
110	109501060000	0.53690	3928 7TH STREET RD	JASAN	LLC	185 NW SPANISH RIVER BLV	BOCA RATON	FL	33431-4230	C
111	109500820000	0.36680	3927 DIXIE HWY	CHU	CHO SAU	3927 DIXIE HWY	LOUISVILLE	KY	40216-4166	C
112	112400610000	0.36300	4221 HILLVIEW AVE	SHIVELY	MASONIC LODGE	4221 HILLVIEW AVE APT 95	LOUISVILLE	KY	40216-3817	C
113	101500450000	0.30740	1812 NEVILLE DR	BOARD	ROY D	3200 CRUMS LN	LOUISVILLE	KY	40216-3424	C
114	101504690469	0.16890	1809 NEVILLE DR	RICHARDSON	DEBORAH & SCOTT WILLIA	1809 NEVILLE DR	LOUISVILLE	KY	40216-3841	R
115	101504830000	11.16490	3816 DIXIE HWY	JEFFERSON	COUNTY SCHOOL DISTRICT	3332 NEWBURG RD	LOUISVILLE	KY	40218-2414	E
116	101504230000	0.30810	3947 PARK DR	INFILL	DEVELOPMENT PARTNERS L	PO BOX 90717	NASHVILLE	TN	37209-0717	C
117	109500980000	0.15520	3932 7TH STREET RD	NALLEY	THOMAS M	3402 HARDWOOD FOREST DR	LOUISVILLE	KY	40214-6508	R
118	101500060006	0.13970	1812 SCHMITTS LN	KOPPEL	BUILDING & CONSTRUCTIO	132 OUTER LOOP STE 102	LOUISVILLE	KY	40214-5500	C
119	109500900000	0.50420	3942 7TH STREET RD	PRIME	TIME INVESTMENTS LLC	PO BOX 163	EASTWOOD	KY	40018-0163	C
120	101500050005	0.13930	1810 SCHMITTS LN	KOPPEL	BUILDING & CONSTRUCTIO	132 OUTER LOOP STE 102	LOUISVILLE	KY	40214-5500	C
121	101502330000	0.34040	1815 CRUMS LN	HUBER	DAVID L	7507 MALLARD DR	LOUISVILLE	KY	40258-1934	R
122	101500730017	0.22250	4119 DIXIE HWY	HAMPTON	RONALD	3712 ALAMETER DR	LOUISVILLE	KY	40258-3845	C
123	109500920000	0.17720	3946 7TH STREET RD	3947	DIXIE HIGHWAY LLC	14403 MAPLE RIDGE PL	LOUISVILLE	KY	40245-5183	C
124	101500360000	0.29640	4008 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
125	101500130000	0.17410	4010 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
126	101504950000	0.19480	4030 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
127	101500680000	0.25370	4030 DIXIE HWY	BYERLY	FORD NISSAN INC	4041 DIXIE HWY	LOUISVILLE	KY	40216-3807	C
128	101501680000	1.51340	4007 DIXIE HWY	ROMAN	CATHOLIC BISHOP OF LOU	PO BOX 1073	LOUISVILLE	KY	40201-1073	E
129	101500520000	0.74730	4030 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
130	101500800000	0.63780	4021 DIXIE HWY	GREATER	LOU FIRST FED SAV & LO	2800 E LAKE ST	MINNEAPOLIS	MN	55406-1930	C
131	101500590000	0.23830	4030 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
132	101502270000	0.15750	1803 GARRS LN	BOHANNON	JOHN L II & CHERIE L	5202 MOUNT HOWARD CT	LOUISVILLE	KY	40216-1864	C
133	101501620000	0.17090	4041 DIXIE HWY	BYERLY	FORD INC	4041 DIXIE HWY	LOUISVILLE	KY	40216-3807	C
134	101505090000	0.22040	DIXIE HWY	KUPCO	LLC	10501 FOREST GARDEN LN	LOUISVILLE	KY	40223-6165	C
135	101500270000	0.19230	4201 DIXIE HWY	GOSPEL	ASSEMBLY CHURCH	4201 DIXIE HWY	LOUISVILLE	KY	40216-3801	E



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PROPERTY OWNERSHIP

ID	PARCELID	LAND_SIZE	PROP_ADDRE	CUR_LASTNA	CUR_FIRSTN	CUR_ADDRES	CUR_CITY	CUR_STATE	CUR_ZIP	CUR_PROP_C
136	109500970000	0.10220	3930 7TH STREET RD	NALLEY	THOMAS M & BRENDA L	3402 HARDWOOD FOREST DR	LOUISVILLE	KY	40214-6508	R
137	101500190000	0.48170	1805 NEVILLE DR	BK	RENTALS OFFSHORE LAND	1805 NEVILLE DR	LOUISVILLE	KY	40216-3841	R
138	101500300000	0.14170	1807 NEVILLE DR	ROSE	DANIEL	2240 TAYLORSVILLE RD UNI	LOUISVILLE	KY	40255-4012	A
139	011000020000	0.23540	1900 CRUMS LN	SENN	HERMAN J III & ANNETTE	13010 MIDDLETOWN INDUSTR	LOUISVILLE	KY	40223-4799	C
140	101504820000	0.07270	ADDRESS UNKNOWN	CITY	OF SHIVELY	ADDRESS UNKNOWN	EXEMPT	KY	EXEMPT	E
141	101500070000	0.29220	3955 PARK DR	CRAWFORD	CHARLES	2208 GLENN ABBEY	JEFFERSONVILLE	IN	47130-6773	C
142	101501520000	0.15900	ADDRESS UNKNOWN	CITY	OF SHIVELY	ADDRESS UNKNOWN	EXEMPT	KY	EXEMPT	E
143	101500660000	0.10520	4030 DIXIE HWY	KUPPER	FAMILY LTD PTNR	2426 NEWBURG RD	LOUISVILLE	KY	40205-2425	C
144	109500700000									
145	109500530000	0.24450	3814 7TH STREET RD	HELM	JOHN J	816 ULRICH AVE	LOUISVILLE	KY	40219-1846	C
146	101501420000	2.15990	2001 CRUMS LN	INFILL	DEVELOPMENT PARTNERS L	PO BOX 90717	NASHVILLE	TN	37209-0717	C
147	101504970000	4.18860	4205 DIXIE HWY	COROLLA	MANAGEMENT CORP	PO BOX 6400	ROANOKE	VA	24017-0400	C
148	101504320000	0.27820	3943 PARK DR	PROFESSIONAL	CENTER LLC	7505 NEW LA GRANGE RD ST	LOUISVILLE	KY	40222-6800	C
149	109500650000	0.33220	3902 7TH STREET RD	SONNY	MOTORS BODY SHOP SHIVL	7717 MANGO DR	LOUISVILLE	KY	40258-2348	C